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MICHAEL M. ELEY  
\* KENDRICK B. WEBB  
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\*\* DARYL L. MASTERS  
FRANK E. BANKSTON, JR.  
LISA D. VAN WAGNER

# WEBB & ELEY, P.C.

ATTORNEYS & COUNSELLORS AT LAW  
146 COMMERCIAL STREET, SUITE 308  
POST OFFICE BOX 235  
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C. RICHARD HILL, JR.  
ASHLEY HAWKINS FREEMAN

OF COUNSEL  
BART MARMON  
KELLY GALLOPE DAVIDSON

\* ALSO ADMITTED IN DISTRICT OF COLUMBIA  
\*\* ALSO ADMITTED IN FLORIDA  
\*\*\* ALSO ADMITTED IN GEORGIA  
† ALSO ADMITTED IN ALABAMA

December 2, 2002

Ford Motor Company  
Office of the General Counsel  
ATTN: Shawn Norton  
Parklane Towers West, Suite 300  
3 Parklane Blvd.  
Dearborn, MI 48126-2568

Re: [REDACTED] v. Ford Motor  
Company  
Loss Date: December 20, 2001  
Our File No.: 8179,061

Dear Mr. Norton:

I am in receipt of your form letter of November 25, 2002 regarding the above-referenced claim. I am somewhat taken aback by some of the items you have requested. Frankly, I have no intentions of providing you with the originals of any documents, least of all the color photographs that I have in my possession.

Regardless, enclosed please find all of the documentation responsive to your request that I have in my possession and am disposed and permitted to disclose. Among this documentation you will find another copy of the expert report and *copies* of the original color photographs from the expert's report.

From these documents you will note several things. First, we do not know the mileage of the vehicle at the time of the fire. The odometer was severely damaged in the fire and was unreadable afterwards. Based upon the insured's representation, we are estimating the mileage at approximately 25,000 miles. Second, as I stated in my earlier correspondence, there were no after market modifications to the engine compartment. Finally, it is my understanding that Mr. Miller purchased this vehicle new.

Should you require additional information, please let me know and I will attempt to obtain it for you. Otherwise, please accept this as our final claim submission.

ENG-025-LC-8282

December 2, 2002

Page 2

I look forward to hearing from you soon.

Sincerely,

  
Gary L. Willford, Jr.

GLWJr

Enclosures

EA05-005-LC-8283

Incident Report

# Belforest Volunteer Fire Department

## Fire / Incident Report

12/21/2001

Date

2001-12-04

Report Number

### General Information

Location: Hwy 27 28495 city rd 27

Jurisdiction: ☒ In ☐ Out

Alarm Received As: ☐ Structure ☒ Vehicle ☐ Woods ☐ Standby ☐ Mutual Aid  
☐ MVA ☐ Other:

Dispatch Time: 1810

☐ A.M. ☒ P.M.

Day of the Week

1st Unit Enroute: 1818

☐ A.M. ☒ P.M.

☐ S ☐ M ☐ T ☐ W ☒ T ☐ F ☐ S

1ST Unit On Scene: 1822

☐ A.M. ☒ P.M.

Time Worked On Scene:

Time Completed: 1811

☐ A.M. ☒ P.M.

1 Hours 1 Min

### Response Information

Number of Firefighters: To Scene: 4 Standby: 0 Total: 4

Law Enforcement Agency And Officer(s): Alabama State Troopers

Method of Extinguishment: ☐ Extinguisher ☐ Booster ☒ 1 1/2 line ☐ 2 1/2 line

☒ Jump line ☐ Sprinkler ☐ Indian Pumps / Flappers

Units Responding: ☐ 84 # ☒ 84 81 ☒ 84 82 ☐ 84 53 ☐ 84 54 ☐ 84 55 ☐ 84 56

Units on Standby: ☐ 8400 ☐ 8401 ☐ 8402 ☐ 8403 ☐ 8404 ☐ 8405 ☐ 8406

Weather Conditions: ☐ Clear ☐ Cloudy ☐ Rain ☐ Windy ☒ Cold ☐ Mild ☐ Hot ☐ Foggy

Incident Commander: 8401

Total Gas Used: 8 Gallons

### Woods / Brush Fires

Estimated Number of Acres Involved: Alabama Forestry Assistance ☐ Y ☐ N

Land Owner:

### Structure Fire Information

Building Used for: ☐ Residence ☐ Commercial ☐ Other:

Stories: 1 1/2 Origin: Extension:

Line Used: 1 1/2" ft X 1 1/2" ft X 2 1/2" ft X 3"

Water Source Used: ☐ Tank ☐ Tanker Shuttle ☐ Hydrant ☐ Other:

Hydrant Number: Location: Condition:

Total Water Used: Gallons

Exposure Involved: ☐ Yes ☐ No List:

# Vehicle Fires

## Vehicle Fires

Year: 2000 Make: Ford Model: Ranger  
 Licence Number: State: Alabama  
 Serial Number: Unidentifiable  
 Probable Cause: electrical-undetermined if chassis or other aftermarket

Method of Extinguishment: ☐ Extinguisher ☐ Booster ☒ 1 1/2" ☐ 2 1/2"  
☐ Other:  
 Total Water Used: 500 Gallons

## Mutual Aid

Other Units Responding:  
 Called For: ☐ Back-up ☐ Standby ☐ Other:

## Additional Comments

Property Owner: Tenant:  
 Insurance Company: AllState Agent: Charlie Nelson Doug Covart

Firefighters On Scene: ☒ 0401 ☒ 0402 ☒ 0403 ☐ 0404 ☐ 0405 ☐ 0406  
☐ 0407 ☐ 0408 ☐ 0409 ☒ 0410 ☐ 0411 ☐ 0412 ☐ 0413 ☐ 0414  
☐ 0415 ☐ 0416 ☐ 0417 ☐ 0418 ☐ 0419 ☐ 0420 ☐ 0421 ☐ 0422

Firefighters on Standby: ☐ 0401 ☐ 0402 ☐ 0403 ☐ 0404 ☐ 0405 ☐ 0406  
☐ 0407 ☐ 0408 ☐ 0409 ☐ 0410 ☐ 0411 ☐ 0412 ☐ 0413 ☐ 0414  
☐ 0415 ☐ 0416 ☐ 0417 ☐ 0418 ☐ 0419 ☐ 0420 ☐ 0421 ☐ 0422

Member Making Report: 0402 Lawrence Alley

*Edward H. Chief*

Owen & Doocy & Associates, Inc.  
Consulting Engineers  
10721 Magnolia Lane  
Birmingham, AL 36549

January 7, 2002

Allstate Ins.  
Attn: Ms. Glynnis Goram  
1141 Montclair Dr., Ste. 1000  
Mobile, AL 36609

Re: [REDACTED] Pickup Fire  
Treadwell Ford So. Beltline Hwy.  
Mobile, AL [REDACTED]

Claim # [REDACTED]

Gentlemen:

On January 3, 2002 I investigated the above referenced fire to determine the cause.

Mr. Miller stated he was driving the 2000 Ford long body pickup, VIN 1FTYR14V1YP[REDACTED] photo # 1, when he saw a fire under the dash below the steering wheel. He pulled off the road and smoke and fire came out of the hood. He said the fire was burning at the wiper motor location under the hood.

The Balforest VFD answered the call and suppressed the fire. Their report shows they dispatched a unit with 500 gallons of water to the fire at 26495 Ct. Rd., 27 Hwy. 27 at 1810 and completed the call at 1911.  
Fire Report enclosed.

The fire damage to the vehicle was the total burning of the motor and cab compartments and the adjacent areas of the truck bed behind the cab, photos # 1 & 2. The electrical wiring showed shorting and melting at the wiper connections, photos # 3 & 4, and in the wiring harness, running forward on the driver side in front of the fire wall. The wiring harness wires were all melted at one location, about 12" from the fire wall Photos # 5 & 6. It appears these wires were melted when the gas line was burned open. The windshield wiper motor was burned clear of all connections and combustibles leaving only the steel body and shaft, photos # 7 & 8. The pattern of the fire showed it was most intense in the engine compartment on the driver side. The combustibles and melted pot metals showed more damage in that area. The aluminum hood and grill with the plastics were consumed. The front bumper was still there. The driver side front tire was consumed. The passenger side front tire was heavily damaged but some rubber remained.

Phone 251-961-2285  
E-Mail ospy@att.net

2002-003-LC-0288

The fire appeared to have moved from the engine compartment through the fire wall into the cab area, where it consumed all the combustibles above the floor in the cab.

**Conclusion:**


The evidence from Mr. Miller's statement and the burn patterns, indicate a fault developed in the wiper motor terminal connections that igniting the fire. There was enough plastic at that location to create the fire. The hydraulic fluid and other combustibles at that location could create a hot burning fire as was indicated.

It is my opinion that a fault developed in the wind shield wiper motor which caused the fire.

If I can be of further assistance please call me.

Sincerely

Owen S. Posey & Associates, Inc.



Owen S. Posey, PE, CFI  
President

Owen S. Posey & Associates, Inc.  
10721 Magnolia Lane, Lillian, AL 36549 Tel 251-961-2285  
Photo Sheet 1 Date Taken 1/3/02 By: Owen S. Posey  
Insurance Co. Allstate Ins. Glynis Gorum 251-341-5947  
Insured: [REDACTED] Claim # [REDACTED]



PHOTO#1

FRONT  
ENGINE  
DAMAGE



PHOTO#2

REAR  
WITH  
EXTENT OF  
DAMAGE

Owen S. Posey & Associates, Inc.  
10721 Magnolia Lane, Lillian, AL 36549 Tel. 251-961-2285  
Photo Sheet 2 Date Taken 1/3/02 By: Owen S. Posey  
Insurance Co. Allstate Ins. Glynis Gorum 251-341-5947  
Insured: [REDACTED] Claim # [REDACTED]



PHOTO #3  
DRIVER  
SIDE OF  
ENGINE  
AREA  
SHOWING  
MELTED  
ENDS OF  
WIRES  
NEAR THE  
WIPER  
MOTOR



PHOTO #4  
AREA OF  
FIRE WALL  
& BACK OF  
ENGINE  
UNDER THE  
WIPER  
MOTOR  
LOCATION

Owen S. Posey & Associates, Inc.  
10721 Magnolia Lane, Lillian, AL 36549 Tel 251-961-2285  
Photo Sheet 3 Date Taken 1/3/02 By: Owen S. Posey  
Insurance Co. Allstate Ins. Glynnis Gorum 251-341-5947  
Insured: Victor [REDACTED] Claim # [REDACTED]



PHOTO #5  
SHOWING  
DRIVER  
SIDE WIRING  
HARNES  
DAMAGE  
OVER  
FRONT  
WHEEL.



PHOTO #6  
ABOVE  
WIRING  
HARNES  
DAMAGE  
& BATTERY  
DAMAGE

Owen S. Posey & Associates, Inc.  
10721 Magnolia Lane, Lillian, AL 36549 Tel. 251-961-2285  
Photo Sheet 4 Date Taken 1/3/02 By: Owen S. Posey  
Insurance Co. Allstate Ins. Glynnis Gorman 251-341-5947  
Insured: Victor [REDACTED] Claim # [REDACTED] 8



PHOTO #7  
SHOWING  
THE  
BENKINS  
OF WIPER  
MOTOR

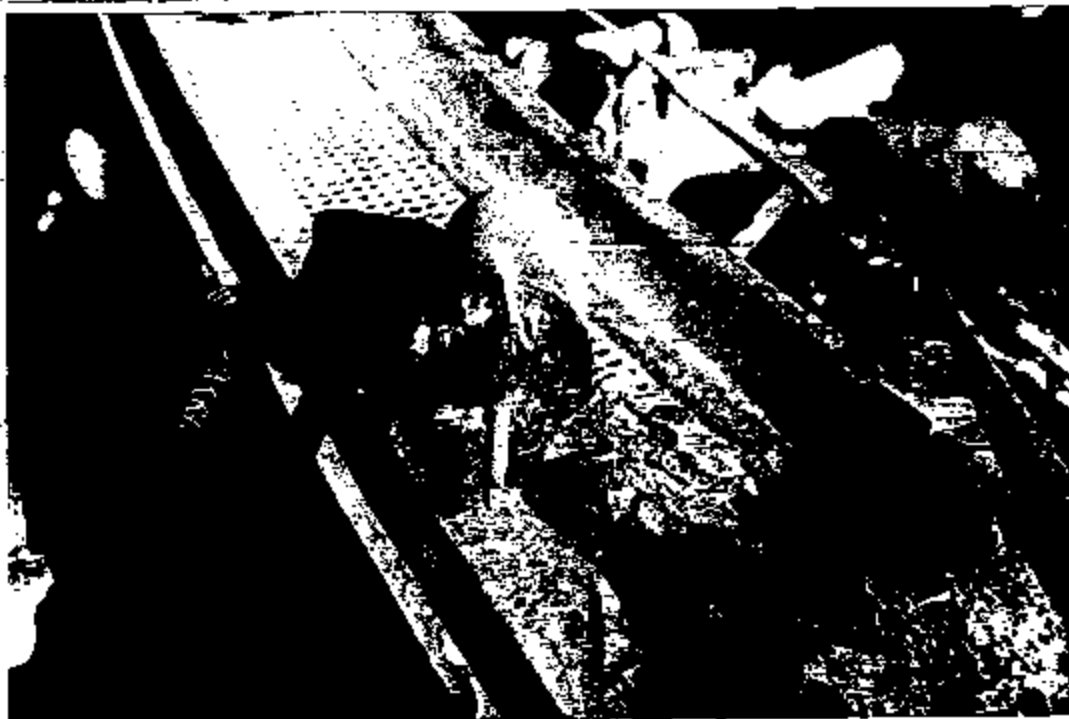


PHOTO #8  
WINDSHIELD  
WIPER  
MOTOR

INSURED  
CLAIMANT

FINAL SETTLEMENT OF CLAIM UNDER COMPREHENSIVE  
COVERAGE ARISING FROM LOSS ON 12/20/01

SIXTEEN THOUSAND FOUR HUNDRED EIGHTY SIX DOLLARS  
AND 50 CENTS\*\*\*\*\*



INSURED NAME	0415	3	12	31	01
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95553933 3

95553933 3

95553933

ALLSTATE INSURANCE COMPANY OR ONE OF ITS AFFILIATES

COMPANY NAME

ALLSTATE INSURANCE COMPANY

FORD MOTOR CREDIT COMPANY  
FORD MOTOR CREDIT COMPANY  
P O BOX 31111 DROP BOX 240  
TAMPA FL 33631

FILE COPY

NON-NEGOTIABLE

VOID IF NOT PRESENTED WITHIN THREE HUNDRED SIXTY-FIVE DAYS OF THE DATE OF ISSUE.

INSURED  
CLAIMANT  
IN  
PAYMENT  
OF

FINAL SETTLEMENT OF CLAIM UNDER COMPREHENSIVE  
COVERAGE ARISING FROM LOSS ON 12/20/01

CLAIM NUMBER	DESK LOG NUMBER
63-0691509	TGG JDBT

PAY SIX HUNDRED EIGHTY FIVE DOLLARS AND 00 CENTS\*\*\*\*\*

\$\*\*\*\*\*685.00



INVOICE NUMBER	PROCESSING	ISS	DATE	AMOUNT
0415	2	3	01 14 02	95551514 1

95551514 1

95551514

TO THE ORDER OF  
DUEN S POSEY & ASSOC  
10721 MAGNOLIA LANE  
LILLIAN AL 36549

COMPANY NAME
ALLSTATE INSURANCE COMPANY

FILE COPY

NON-NEGOTIABLE

VOID IF NOT PRESENTED WITHIN THREE HUNDRED SIXTY-FIVE DAYS OF THE DATE OF ISSUE

MH -01

FIRE

1-1

*Ford Motor Company*

Office of the General Counsel

Ford Motor Company  
Parklane Towers West  
Suite 300  
Three Parklane Boulevard  
Dearborn, Michigan 48128-2558

November 25, 2002

Webb & Eley, P.C.  
168 Commerce Street, Suite 300  
Montgomery, AL 36101-0238  
ATTENTION: GARY WILLFORD

Re: Claimant: [REDACTED]  
Your File #: 8179-081  
D/E: 12-20-2001

Dear Mr. Willford:

Thank you for your recently submitted letter dated November 6, 2002. In order to assist us in evaluating your claim, we request that you provide us with the following information: (Please note that the information requested is in regard to the alleged defective Ford manufactured vehicle.)

- ☒ 1. The date of incident and the city and state in which it occurred.
- ☐ 2. A complete description of the incident, including events which occurred prior to and subsequent to the loss.
- ☒ 3. A copy of the police and/or fire report.
- ☐ 4. For each person alleged injured: full name, date of birth, home address, marital status and name of spouse, social security number, occupation, a complete description of the injuries, the names and addresses of all treating physicians, and copies of all medical bills and reports.
- ☐ 5. The vehicle year, model, and serial number.
- ☒ 6. The mileage on the vehicle at the time of the incident.
- ☒ 7. Experts original color photographs of the vehicle's collision/fire damage & the alleged defective part(s), from several different angles.
- ☐ 8. Original color photographs of the inside of the vehicle showing the steering wheel, dash and roof areas.
- ☐ 9. Original color photographs of the accident scene showing the grade of the road.
- ☐ 10. What is the alleged defect?
- ☐ 11. Documentation to substantiate your defect allegation, including a copy of your expert's report and the expert's original color photographs.
- ☐ 12. Has the alleged defective part been repaired or replaced?
- ☒ 13. The present location of the alleged defective part and the vehicle.
- ☒ 14. The repair estimate, repair order, or your total loss worksheet for the vehicle's damage and any losses associated with this incident, and copies of draft payments.
- ☒ 15. A complete service history for the subject vehicle, including any tune-ups or oil changes.
- ☒ 16. List any after market additions or modifications that were made to the vehicle.

- ☒ 17. We will be pleased to conduct non-destructive testing on your alleged defective part should you choose to remove the part and assembly and ship it at your own expense. Please follow the directions listed in the attached shipping instructions.
- ☐ 18. Lost wage verification (if applicable).
- ☐ 19. Was the parking brake fully engaged?
- ☐ 20. What gear was the vehicle in at the time of the incident?
- ☐ 21. Was the engine running?
- ☐ 22. Were the keys in the ignition?
- ☐ 23. Has any insurance company been advised of this incident? If so, please state the name, address, and telephone number of those insurance companies; their claim number; and the agent's name.
- ☐ 24. If an attorney has been retained by you to settle this claim, please include his/her name, telephone number, and address.
- ☒ 25. If this vehicle was purchased as used by the insured please provide: the date of purchase, mileage at the time of purchase, and from whom the vehicle was purchased.

Once we are in receipt of the requested information, it will be reviewed and you will be notified of our decision concerning your claim. Should you not send all of the requested information and materials, we will assume that you are not interested in pursuing a claim and we will close our file. Please note that your vehicle will not be inspected until all the above information has been submitted and a determination has been made as to whether an inspection is warranted.

Please be advised that all necessary steps should be taken to ensure that the subject vehicle and all of its component parts are maintained and preserved for trial. Ford Motor Company has the right to inspect the vehicle and remove and test any component part that you claim to be defective, and to be presented with the vehicle and the subject component part(s) at the time of trial, should litigation ensue from this informal claim.

If you propose to repair the vehicle for continued usage, such repairs may not be performed until after Ford Motor Company has inspected the vehicle and removed and tested any component part you claim to be defective or advised you in writing that it does not intend to perform such inspection and/or testing at this time. But even in that event, Ford Motor Company will insist that all components claimed to be defective are maintained and preserved for trial.

Sincerely,

Shawn Norton  
Claims Analyst

# WEBB & ELEY, P.C.

ATTORNEYS & COUNSELLORS AT LAW  
166 COMMERCE STREET, SUITE 300  
POST OFFICE BOX 231  
MONTGOMERY, ALABAMA 36101-0231

TELEPHONE (334) 262-1850  
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E-MAIL: [je@webb-eley.com](mailto:je@webb-eley.com)

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\* ALSO ADMITTED IN DISTRICT OF COLUMBIA  
\*\* ALSO ADMITTED IN FLORIDA  
1 ALSO ADMITTED IN INDIANA  
† ALSO ADMITTED IN CALIFORNIA

November 6, 2002

Ford Motor Company  
Office of the General Counsel  
ATTN: Maria Quintero-Salvo  
Parklane Towers West, Suite 300  
3 Parklane Blvd.  
Dearborn, MI 48126-2568

Re: [REDACTED] v. Ford Motor  
Company  
Loss Date: December 20, 2001  
Our File No.: 8179.061

Dear Ms. Quintero-Salvo:

Please be advised that this office has been retained by Allstate Insurance Company to pursue its subrogation interests in the above-referenced matter. Specifically, this letter is to demand payment from you in the amount of \$18,349.55 to reimburse my client and its insured from damages incurred when a 2000 Ford Ranger caught fire and was destroyed on December 20, 2001.

As noted in the enclosed report of Owen S. Posey and Associates, Inc., the fire resulted from a fault in the wiper motor terminal connections. Given that the vehicle was only a year old, and Allstate's insured had not made any modifications to that area of the engine compartment, it is clear that the truck was defective.

Consequently, liability for this loss rests with Ford. Please forward payment in the amount of \$18,349.55 to the address contained in the letterhead. You may make your check out to "Webb & Eley, P.C., as attorney for Allstate Insurance Company."

In the unlikely event that you are contesting liability, please contact me *within fourteen (14) days of the date of this letter*. I will be happy to answer your questions or provide any additional information that you may require. I look forward to hearing from you soon.

November 6, 2002

Page 2

Sincerely,



Gary L. Willford, Jr.

GLWJr/thc

Enclosures

Owen & Dosey & Associates, Inc.  
Consulting Engineers  
10721 Magnolia Lane  
Lillian, AL 36549

January 7, 2002

Allstate Ins.  
Attn: Ms. Glynnis Goram  
1141 Montlimar Dr., Ste. 1000  
Mobile, AL 36609

[REDACTED] Pickup Fire  
Treadwell Ford So. Beltline Hwy.  
Mobile, AL [REDACTED]

Claim # [REDACTED]

Gentlemen:

On January 3, 2002 I investigated the above referenced fire to determine the cause.

[REDACTED] stated he was driving the 2000 Ford long body pickup, VIN 1FTYR14V1Y [REDACTED] photo # 1, when he saw a fire under the dash below the steering wheel. He pulled off the road and smoke and fire came out of the hood. He said the fire was burning at the wiper motor location under the hood.

The Belforest VFD answered the call and suppressed the fire. Their report shows they dispatched a unit with 500 gallons of water to the fire at 26495 Ct. Rd., 27 Hwy. 27 at 1810 and completed the call at 1911.  
Fire Report enclosed.

The fire damage to the vehicle was the total burning of the motor and cab compartments and the adjacent areas of the truck bed behind the cab, photos # 1 & 2. The electrical wiring showed shorting and melting at the wiper connections, photos # 3 & 4, and in the wiring harness, running forward on the driver side in front of the fire wall. The wiring harness wires were all melted at one location, about 12" from the fire wall Photos # 5 & 6. It appears these wires were melted when the gas line was burned open.

The windshield wiper motor was burned clear of all connections and combustibles leaving only the steel body and shaft, photos # 7 & 8.

The pattern of the fire showed it was most intense in the engine compartment on the driver side. The combustibles and melted pot metals showed more damage in that area. The aluminum hood and grill with the plastics were consumed. The front bumper was still there. The driver side front tire was consumed. The passenger side front tire was heavily damaged but some rubber remained.

Phone 251-961-2285  
E-Mail oaspcy@gafnet.com

The fire appeared to have moved from the engine compartment through the fire wall into the cab area, where it consumed all the combustibles above the floor in the cab.

**Conclusion:**

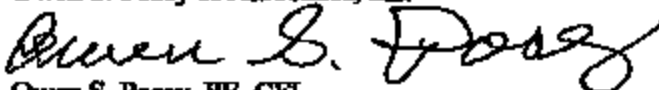
The evidence from [REDACTED] statement and the burn patterns, indicate a fault developed in the wiper motor terminal connections that igniting the fire. There was enough plastic at that location to create the fire. The hydraulic fluid and other combustibles at that location could create a hot burning fire as was indicated.

It is my opinion that a fault developed in the wind shield wiper motor which caused the fire.

If I can be of further assistance please call me.

Sincerely

Owen S. Posey & Associates, Inc.



Owen S. Posey, PE, CFI  
President

LIMITED PHOTOS

Owen S. Posey & Associates, Inc.

10721 Magnolia Lane, Lillian, AL 36549 Tel. 251-961-2285

Photo Sheet 1 Date Taken 1/3/02 By: Owen S. Posey

Insurance Co. Allstate Ins. Glynnis Gorum 251-341-5947

Insured: [REDACTED] Claim # [REDACTED]



FRONT

END OF  
DAMAGE



FRONT

NEAR  
WITH  
EVIDENCE  
DAMAGE

Owen S. Posey & Associates, Inc.

10721 Magnolia Lane, Lillian, AL 36549 Tel. 251-961-2285

Photo Sheet 2 Date Taken 1/3/02 By: Owen S. Posey

Insurance Co. Allstate Ins. Glynnis Gorum 251-341-5947

Insured: [REDACTED]

Claim # [REDACTED]



PHOTO # 3  
DRIVER  
SIDE OF  
ENGINE  
AREA  
SHOWING  
MELTED  
ENDS OF  
WIRES  
NEAR THE  
WIPER  
MOTOR



PHOTO # 4  
AREA OF  
THE WIPER  
& WASH  
ENGINE  
UNDER THE  
WIPER  
MOTOR  
WAS CRACKED

Owen S. Posey & Associates, Inc.

10721 Magnolia Lane, Lillian, AL 36549 Tel. 251-961-2285

Photo Sheet 3 Date Taken 1/3/02 By: Owen S. Posey

Insurance Co. Alistate Ins. Glynnis Gorum 251-341-5947

Insured: [REDACTED] Claim # [REDACTED]



PHOTO #3  
SHOWING  
DRIVE R  
SIDE WIRING  
HARNESSES  
DAMAGED  
OVER  
FEET  
WHEEL



PHOTO #4  
SHOWING  
WIRING  
HARNESSES  
DAMAGED  
OVER  
FEET  
WHEEL

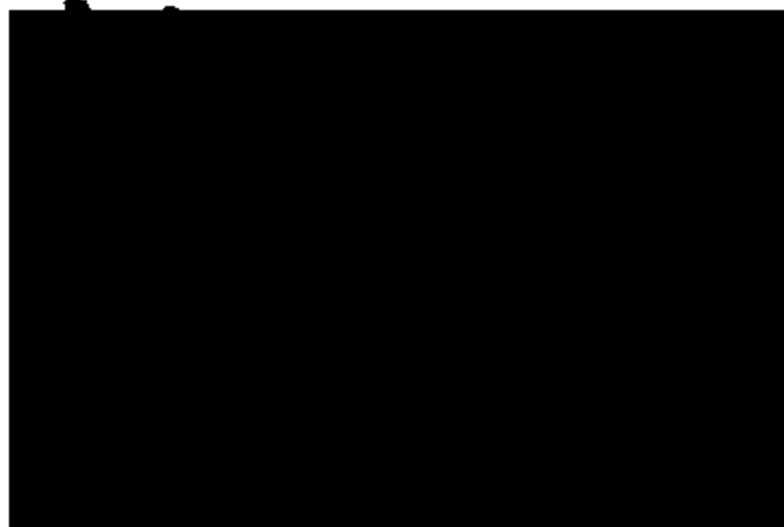
Owen S. Posey & Associates, Inc.  
10721 Magnolia Lane, Lillian, AL 36549 Tel. 251-961-2285  
Photo Sheet 4 Date Taken 1/3/02 By: Owen S. Posey  
Insurance Co. Allstate Ins. Glynis Goram 251-341-5947  
Insured: [REDACTED] Claim # [REDACTED]



PHOTO 1  
-REVIEW-  
THE  
HANKIN  
OF WIPER  
METER



PHOTO 2  
WINDSHIELD  
WIPERS  
METER



Action Detail

VIN: 1FTEK14NXT	Year: 1998	Model: F-SERIES	Case: 588221385
Name: [REDACTED]	Owner Status: Subsequent	WSD: 1998-03-08	
Symptom Desc: FIRE/SMOKE VISIBLE FLAME		Primary Phone:	
Reason Desc: LEGAL - ALLEGED SERIOUS INJURY		Secondary Phone: 583-578-8682	
Issue Type: 10 OGC	Issue Status: CLOSED	Dealer: BIRDNOW FORD LINCOLN-MERCURY	
Origin Desc: US CONCERN CASE BASE		P & A Code: 04141	
Action Desc: CONTACT ADVANCED TO OGC			
Odometer: 1 MI	Comm Type: PHONE		
Action Date: 05/18/2005	Action Time: 16:20:20:867	Action Date: No	
Analyst Name: ANTHONY THOMPSON	Analyst: ATHOMP22		

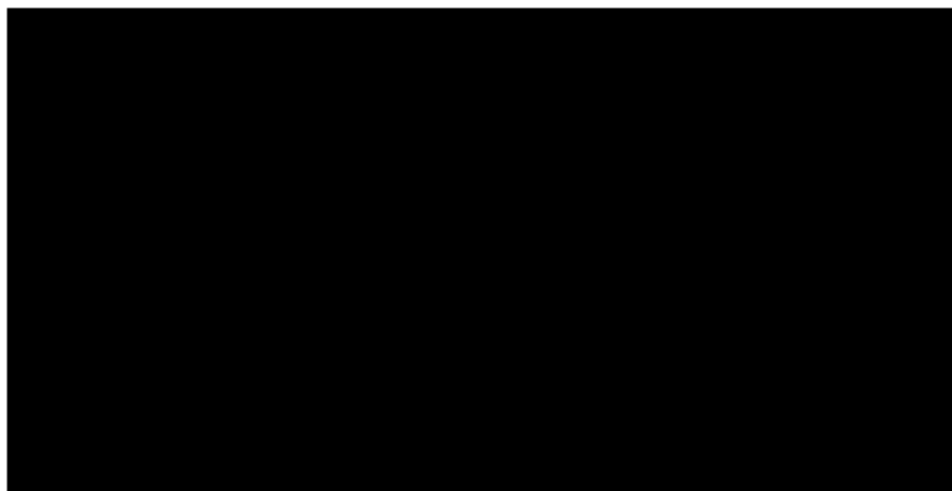
Caller Information If Different From Vehicle Owner:

First Name	Middle Initial	Last Name	Day Phone	Relationship
[REDACTED]		[REDACTED]		FAMILY

COMMENTS: CUSTOMER SAID: CALLER IS [REDACTED] (SON) - WILL BE HANDLING LEGAL CONTACTS 1131 KEOKUK AVE HAZLETON, IOWA 50641 319-283-1188 CUST SAYS THE VEH CAUGHT FIRE IN THE GARAGE - IT BURNED THE HOUSE DOWN AND CALLER'S MOTHER PERISHED IN THE FIRE - FIRE OCCURED ON MAY 2005 - FIRE REPORT WAS FILED AND INSURANCE COMPANY HAS BEEN CONTACTED DEALER SAID: NONE CRC ADVISED: I WILL FORWARD THIS INFORMATION TO FORD OGC DEPARTMENT. YOU WILL RECEIVE WRITTEN CONTACT WITHIN 10 BUSINESS DAYS.

58822-005-1C-0205

6/7/2005



## ISSUE LIST

Last Handling Date/ Issue Status	Name/ Reason Desc	Vin/ Case No.	Model Year and Vehicle Line	Issue Type
6/29/2005 CLOSED	[REDACTED] CAC RELATED - FM CSR FOLLOWING CONTACT	1FTRF17262N [REDACTED] 1403531745	2002 F-SERIES	02
6/23/2005 CLOSED	[REDACTED] LEGAL - ACCIDENT / FIRE	1FTRF17262N [REDACTED] 1403531745	2002 F-SERIES	10

EPA05-003-LC-0305

6/29/2005

## All Action Details for Issue

Print

VIN: 1FTRF17282	Year: 2002	Model: F-SERIES	Case: 1403531745
Name:	Owner Status: Original	WSD: 2002-05-30	
Symptoms Desc: FIRE/SMOKE VISIBLE FLAME UNDERHOOD		Primary Phone:	
Reason Desc: CAC RELATED - F/M CSR FOLLOWING CONTACT		Secondary Phone:	
Issue Type: 02 INFORMATION	Issue Status: CLOSED		

## Action: CALLBACK ADD ADDITIONAL COMMENTS

Dealer: 04241 VAN BURKLEO FORD

Origin Desc: US CONCERN CASE BASE

Odometer: 35807 MI

Comm Type: PHONE

Analyst Name: MCKENZIE NORMA

Analyst: NMCKENZ4

Action Date: 06/28/2005

Action Time: 09:58:06.290

Action Data: No

Comments: CUSTOMER SAID: NEED TO KNOW WHAT IS HIS NEXT STEP HE HAVEN'T HEARD FROM FORD HE WAS TOLD 3 TO 5 DAYS — HE IS IN A RENTAL AND HIS INSURANCE COMPANY NEED THE RENTAL BACK. — HE REPAIR HIS HOUSE, HE NEED TO GET HIS MONEY BACK HE DID NOT CALIMS HOUSE INSURANCE BECAUSE IT TOO HIGH — HE SPEAK WITH THE DLRSHP BUT THEY ARE NOT HELPING, WHAT SHOULD HE DODEALER SAID: NONECRC ADVISED: PLEASE ALLOW THE REQUESTED TIME FOR THE FOLLOW UP TO OCCUR SO THAT YOUR ISSUE MAY BE PROPERLY ADDRESSED. ADVISED CUST THAT OUR LEGAL DEPT IS ADDRESSING HIS CONCERN THEY WILL CONTACT HIM ONCE THEY HAVE FINISH RESEARCH HIS CONCERN —

EPM3-600-LC-6387

## All Action Details for Issue

Print

VIN: 1FTRF172021	Year: 2002	Model: F-SERIES	Case: 1403531745
Name:	Owner Status: Original	WSD: 2002-05-30	
Symptom Desc: FIRE/SMOKE VISIBLE FLAME UNDERHOOD		Primary Phone:	
Reason Desc: LEGAL - ACCIDENT / FIRE		Secondary Phone:	
Issue Type: 1D OGC	Issue Status: CLOSED		

Action: CONTACT ADVANCED TO OGC

Dealer: 04241 VAN BURKLED FORD

Odometer: 35800 MI

Analyst Name: CABACUNGAN SUSAN

Action Date: 06/23/2005

Comm Type: PHONE

Analyst: SCABACUN

Action Time: 11:12:32.448

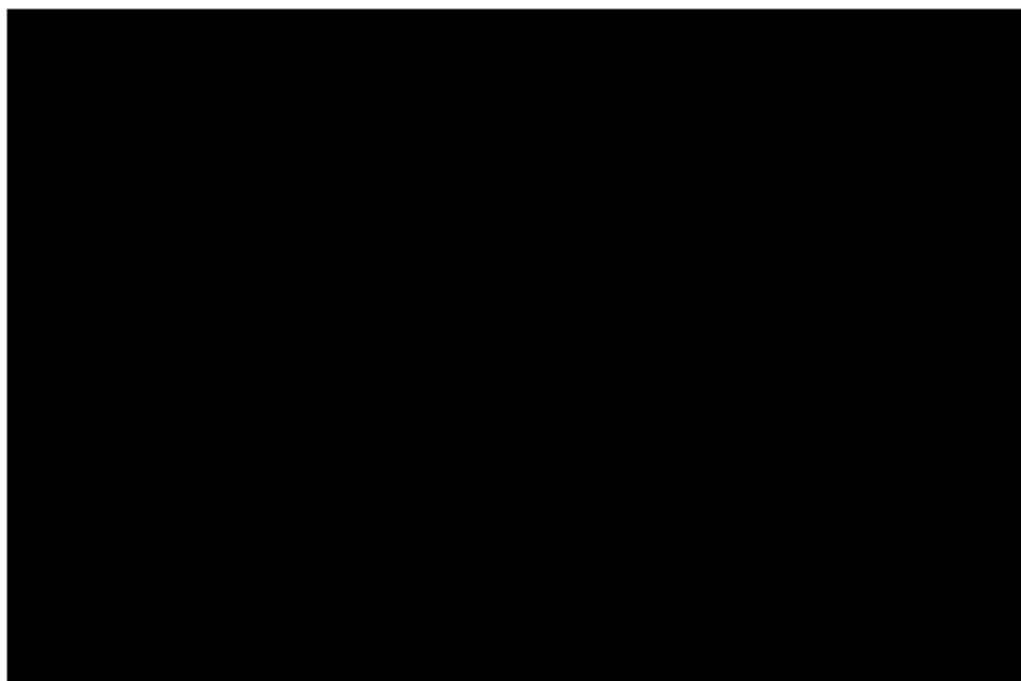
Origin Desc: US CONCERN CASE BASE

Action Date: No

Comments CUSTOMER SAID: = ON JUNE 1, 2005 VEH GOT CAUGHT ON FIRE WHILE PARKED IN MY DRIVEWAY= GARAGE WAS BURNT = THERE WAS A POLICE REPORT FILED ( FILE # NOT AVAIL ) , AT MCALLEN, TX= FIRE INCIDENT # 051866= VEH WAS TOTALED= NO SERIOUS INJURIES REPORTED= HAS ALREADY FILED CLAIM WITH INSURANCE BUT HAS NOT BEEN PAID FOR= NOT WORKING WITH INSURANCE = INSURANCE WILL NOT PAY UNLESS FILES CLAIM FOR THE HOME DAMAGE= CUST IS SEEKING REIMBURSEMENT FOR ALL THE DAMAGES AND EXPENSESDEALER SAID: = NONECRC ADVISED: I WILL FORWARD THIS INFORMATION TO THE FORD OGC DEPARTMENT. YOU WILL BE CONTACTED WITHIN 3-5 BUSINESS DAYS.

EPM3-0021-LO-8303

6/29/2005



08/04/00 12:57:22

LPCVO43

**BAES-005-LC-8300**

SPCHDMA

## Issue Detail

08/04/00 13:47:13

==&gt;

VIN: 1FTYR14V2Y [REDACTED] Year: 2000 Model: RANGER  
Owner Status: ORIGINAL WSD: 05/18/00 Mileage: 116  
Name: [REDACTED] Hm Ph: [REDACTED]  
Trmt: Case: 524121720 Day Ph:  
Symptom: FIRE/SMOKE SCORCHED/BURNT  
Reason: RAV - FIRE UNIT  
Dealer:  
Issue Type: 03 CONCERN CAN Court: Legal Issue Type:  
Issue Status: C CLOSED CAN Award: MORSEII Contact: N

A/C DATE Origin Description

06/20/00 NAFS CUST SAT REST TOOL UTILIZED - VEHICLE REFUND OFFERED

F1=Help F2=AddAction F4=ActionDetail F6=DealerInfo  
F7=Prev F8=Next F9=ViewMORSEII F11=Menu F12=Return  
NO MORE RECORDS AVAILABLE LPCV043

SFCHIDMA

## Issue Detail

08/04/00 13:47:32

==&gt;

VIN: 1FTYR14V2YE [REDACTED] Year: 2000 Model: RANGER  
Owner Status: ORIGINAL WSD: 05/18/00 Mileage: 116  
Name: [REDACTED] Hm Ph: [REDACTED]  
Trmt: [REDACTED] Case: 524121720 Day Ph: [REDACTED]  
Symptom: FIRE/SMOKE SCORCHED/BURNT  
Reason: RAV - FIRE UNIT  
Dealer: PARADISE FORD  
Issue Type: 08 RAV CAN Court: Legal Issue Type:  
Issue Status: C CLOSED CAN Award: MORSII Contact: N

## A/C DATE Origin Description

07/19/00 CARAV OPEN CASE FOR GOODWILL REFUND - OWNED  
07/21/00 CARAV CANCEL CASE FOR GOODWILL REFUND  
07/21/00 CARAV OPEN CASE FOR GOODWILL REFUND - OWNED  
07/21/00 CARAV RECORD CHECK ISSUANCE FOR GOODWILL REFUND

F1=Help F2=AddAction F4=ActionDetail F6=DealerInfo  
F7=Prev F8=Next F9=ViewMORSII F11=Menu F12=Return  
NO MORE RECORDS AVAILABLE LPCV043

SFCHADMA

## Action Detail

08/04/00 13:47:40

==&gt;

VIN: 1FTYR14V2YP Year: 2000 Model: RANGER  
Owner Status: ORIGINAL WSD: 05/18/00  
Name: Hm Ph:  
Trmt: Case: 524121720 Day Ph:  
Symptom Desc: FIRE/SMOKE SCORCHED/BURNT  
Reason Desc: RAV - FIRE UNIT  
Dealer: PARADISE FORD  
Issue Type: 08 RAV Issue Status: C CLOSED  
Comm Type: ML MAIL Odometer Reading: 116 MI  
Analyst: CREDD1 CLARA REDD Document Number:  
Action Date: 07/21/00 Action Data: Y Action Time: 09:35:15 EST  
Origin Desc: CONSUMER AFFAIRS - REACQUIRED VEHICLES  
Action Desc: RECORD CHECK ISSUANCE FOR GOODWILL REFUND  
Comments:

F1=Help F2=AddAction F4=PrevAction F5=NextAction F6=ActionData  
F9=PrevComments F10=NextComments F11=Menu F12=Return F13=ESP  
RECORD FOUND

LPCV043

EAGS-085-LC-8312



ALLSTATE FLORIDIAN INSURANCE COMPANY  
P.O. BOX 21169  
ROANOKE VA 24018  
1-800-776-2615  
1-888-284-8844

07/13/00

ALLEN PARK, FL

IN REPLY REFER TO:

CLAIM NUMBER: [REDACTED] DLR  
OUR INSURED: [REDACTED]  
ACCIDENT DATE: 05/29/00  
LOCATION: 417N AFTER BEE LINE EXT  
AMOUNT OF LOSS: \$ 1,557.10

*New*  
*Shawn*

ORLANDO FL

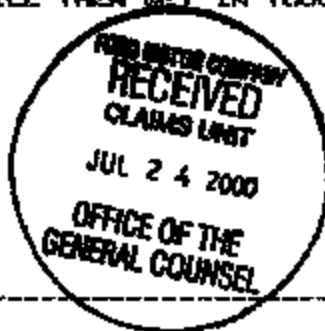
OUR INVESTIGATION OF THE LOSS IN WHICH YOU WERE INVOLVED INDICATES THAT YOU ARE RESPONSIBLE FOR THE DAMAGES SUSTAINED BY OUR POLICYHOLDER.

WE HAVE MADE A SETTLEMENT WITH OUR INSURED AND OUR INSURED'S CLAIM AGAINST YOU HAS BEEN ASSIGNED TO US.

IF YOU ARE NOT INSURED FOR THIS LOSS, PLEASE CONTACT THIS OFFICE TO NEGOTIATE PAYMENT.

IF YOUR INSURANCE DOES COVER THIS LOSS, JUST FILL IN THE INFORMATION ABOUT YOUR INSURANCE COMPANY BELOW AND RETURN THIS LETTER IN THE ENCLOSED ENVELOPE. WE WILL THEN GET IN TOUCH WITH YOUR INSURANCE COMPANY.

SINCERELY,  
RECOVERY DEPARTMENT  
ALLSTATE FLORIDIAN INSURANCE COMPANY

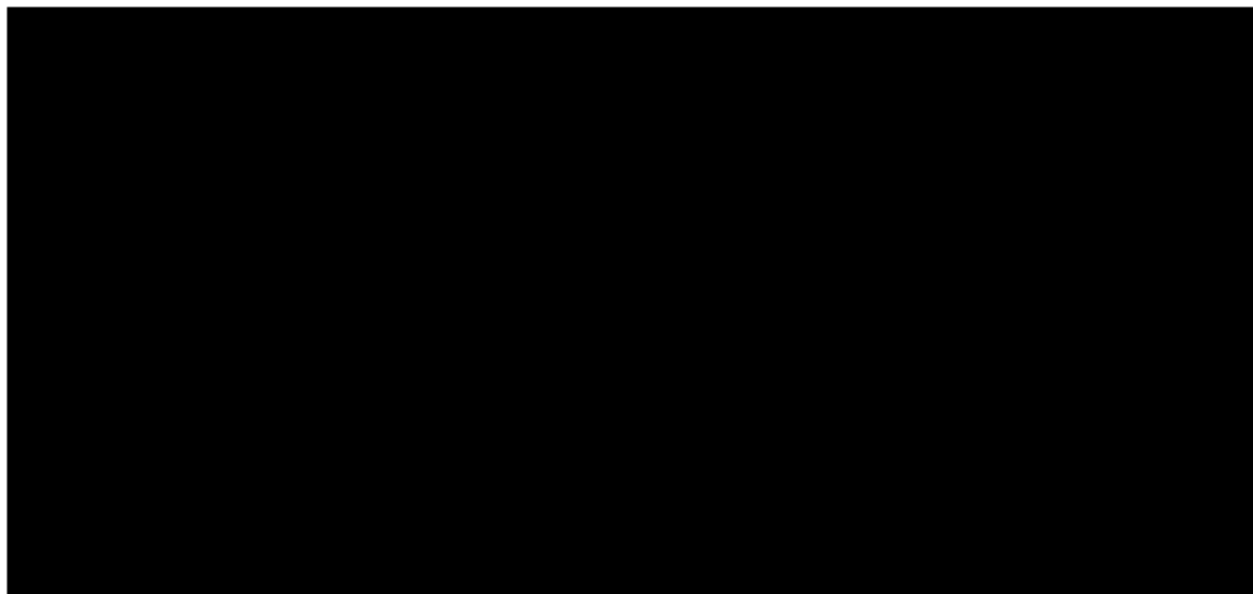


CAD:W

I CARRY INSURANCE POLICY NO. \_\_\_\_\_  
WITH  
NAME OF COMPANY \_\_\_\_\_  
AGENT  
MY ADJUSTER (CHOOSE ONE) IS \_\_\_\_\_  
MY CLAIM NO IS \_\_\_\_\_  
ADDRESS \_\_\_\_\_

I HAVE REPORTED (OR WILL REPORT) THIS LOSS TO MY INSURANCE  
COMPANY YES NO

SIGNED: \_\_\_\_\_ DATE: \_\_\_\_\_



COMMON PLEAS COURT  
IN THE ALLEN COUNTY COURT OF COMMON PLEAS

03 OCT 22 AM 10: 24

APPROPRIATE  
CLERK OF COURTS  
ALLEN COUNTY, OHIO

[REDACTED]  
[REDACTED]  
Columbus, Ohio [REDACTED]

Plaintiff,

**CV2003**  
Judge

**1011**

vs.

**WARREN**

Ford Motor Company  
c/o C.T. Corporation System, Statutory Agent  
1300 East 9th Street, Suite 1010  
Cleveland, Ohio 44114

Defendant.

COMPLAINT FOR DAMAGES

COUNT ONE

1. The corporate Plaintiff is duly authorized to sell insurance in the state of Ohio and at all times hereinafter mentioned, had in full force and effect a policy of insurance which provided coverage on a 1999 Ford Explorer bearing Vehicle Identification Number 1FMZU34EXXU [REDACTED] owned by [REDACTED] hereinafter referred to as "Insured").

2. Defendant Ford Motor Company (hereinafter referred to as "Ford") is a corporation authorized to do business in the state of Ohio, or has conducted business in the state of Ohio.

3. Defendant, Ford, negligently designed, manufactured, distributed, marketed and/or sold a 1999 Ford Explorer bearing Vehicle Identification Number 1FMZU34EXXU [REDACTED]

4. On or about the 27<sup>th</sup> day of April, 2002 in Lima, Allen County, Ohio, the "Insured" was using said 1999 Ford Explorer in a foreseeable manner when a gasoline fed fire did originate in and/or around the engine compartment, damaging the vehicle beyond the reasonable cost of repair. Said vehicle was deemed a total loss.

5. The vehicle's value preceding the incident was in the amount of \$17,753.00.

6. The aforementioned fire, and the ensuing loss, were direct and proximate results of Defendant, Ford's, aforementioned negligence and/or as a result of defects, either in manufacture or design, that existed in the subject vehicle at the time it left the hands of the Defendant.

7. Pursuant to the above mentioned policy of insurance, the corporate Plaintiff was required to and did pay to and/or on behalf of its Insured the sum of \$17,753.00 and is thereby subrogated in that amount.

## **COUNT TWO**

### **Strict Liability in Tort - Temple v. Wean United, Inc.**

8. Plaintiff hereby incorporates paragraphs one through seven of this Complaint as if fully restated herein.

9. The Defendant sold and/or leased the subject vehicle (hereinafter referred to as the "Product") and/or placed the Product into the stream of commerce in a defective condition unreasonably dangerous to the Insured.

10. The Insured was the ultimate user or consumer of said Product.

11. The Defendant was engaged in the business of selling the Product.

12. The Product was expected to and did reach the Insured without substantial change in the condition in which it was sold, leased and/or delivered.

13. The Defendant is, therefore, strictly liable to Plaintiff pursuant to Temple v. Wean United, Inc. (1977), 50 Ohio St.2d 317.

## **COUNT THREE**

### **Negligent Design - Common law**

14. Plaintiff hereby incorporates paragraphs one through thirteen of this Complaint as if fully restated herein.

15. The Product was negligently designed to the extent that it was unsafe for the use for which it is intended.

#### **COUNT FOUR**

##### **Negligent Design/Strict Liability for Defective Design – Consumer Expectation Standard - Common law**

16. Plaintiff hereby incorporates paragraphs one through fifteen of this Complaint as if fully restated herein.

17. The Product design was in a defective condition because it was more dangerous than an ordinary consumer would expect when used in an intended or reasonably foreseeable manner.

#### **COUNT FIVE**

##### **Negligent Design/Strict Liability for Defective Design – Risk-Benefit Standard - Common law**

18. Plaintiff hereby incorporates paragraphs one through seventeen of this Complaint as if fully restated herein.

19. The Product design was in a defective condition because the benefits of the design did not outweigh the risk inherent in such design.

#### **COUNT SIX**

##### **Negligent Design/Strict Liability for Defective Design – Failure to Incorporate feasible Safety Features - Common law**

20. Plaintiff hereby incorporates paragraphs one through nineteen of this Complaint as if fully restated herein.

21. The Product was defective in design because feasible safety features were not incorporated to prevent foreseeable injuries.

**COUNT SEVEN**

**Negligent Manufacture/Strict Liability for Defective Manufacture – Consumer Expectation Standard - Common law**

22. Plaintiff hereby incorporates paragraphs one through twenty-one of this Complaint as if fully restated herein.

23. The Product was in defective condition (manufacturing defect) because it was more dangerous than an ordinary consumer would expect when used in an intended or reasonably foreseeable manner.

**COUNT EIGHT**

**Negligent Failure to Warn - Common law**

24. Plaintiff hereby incorporates paragraphs one through twenty-three of this Complaint as if fully restated herein.

25. The Defendant knew or should have known, in the exercise of reasonable care, of the risk or hazard relating to the Product.

26. The Defendant failed to warn and/or failed to take precautions that a reasonable person would have taken in presenting the Product to the Insured and/or after the Defendant became aware of the risk or hazard relating to the Product.

**COUNT NINE**

**Strict Liability for Failure to Warn - Common law**

27. Plaintiff hereby incorporates paragraphs one through twenty-six of this Complaint as if fully restated herein.

28. The Product became unreasonably dangerous and defective as a result of the lack of an adequate warning on the part of the Defendant, thus making the Defendant strictly liable.

**COUNT TEN**

**Implied Warranty in Tort/Strict Liability in Tort - Common law**

29. Plaintiff hereby incorporates paragraphs one through twenty-eight of this Complaint as if fully restated herein.

30. The Defendant breached its implied representation to the Insured that the Product was of good and merchantable quality, fit and safe for its ordinary intended use.

31. The Product was not of good and merchantable quality, fit and safe for its ordinary intended use.

## **COUNT ELEVEN**

### **Breach of Express Warranty**

32. Plaintiff hereby incorporates paragraphs one through thirty-one of this Complaint as if fully restated herein.

33. Defendant made certain express warranties which were relied upon by the Insured, the Defendant's breach of which directly and proximately caused the damages described above. Copies of any applicable written warranties are not currently in the possession of the Plaintiff, however, they are believed to already be in the possession of the Defendant.

## **COUNT TWELVE**

### **Liability of Manufacturer, Ohio Revised Code § 2307.73 (A)(1)**

34. Plaintiff hereby incorporates paragraphs one through thirty-three of this Complaint as if fully restated herein.

35. Defendant, Ford, was the "Manufacturer" of the subject Product as defined in Ohio Revised Code § 2307.71(I) which defines a "Manufacturer as "a person engaged in a business to design, formulate, produce, create, make, construct, assemble, or rebuild a product or a component of a product".

36. Pursuant to Ohio Revised Code § 2307.73 (A)(1), a Manufacturer is subject to liability for compensatory damages based on a product liability claim when the product in question was defective in manufacture or construction as described in section 2307.74 of the Revised Code, was defective in design or formulation as described in section 2307.75 of the Revised Code, was defective due to inadequate warning or instruction as described in section 2307.76 of the Revised Code, or was defective because it did not conform to a representation made by its manufacturer as described in section 2307.77 of the Revised Code.

37. The Product in question was, in fact, defective in manufacture or construction as described in section 2307.74 of the Revised Code, was defective in design or formulation as described in section 2307.75 of the Revised Code, was defective due to inadequate warning or instruction as described in section 2307.76 of the Revised Code, or was defective because it did not conform to a representation made by its manufacturer as described in section 2307.77 of the Revised Code.

38. As a direct and proximate result of one or more of the above described failures and/or defective and dangerous conditions, Plaintiff and/or its Insured were damaged as set forth above and the Defendant is strictly liable to Plaintiff and/or is liable to Plaintiff for its negligence.

WHEREFORE, Plaintiff, [REDACTED], demands judgment against Defendant in the amount of \$17,753.00, plus costs and interest.

CHEEK & ZEEHANDELAR, L.P.P.

BY: 

Alessandro Sabatino, Jr. (0062406)  
Attorney for Plaintiff  
471 East Broad Street, 12<sup>th</sup> Floor  
P.O. Box 15069  
Columbus, Ohio 43215-0069  
(614) 229-3888 (02-7709)

02-7709

# **Churchwell Fire Consultants, Inc.**

---

May 28, 2002

Ms. Amy Hamilton  
Grange Insurance Company  
P.O. Box 945  
Findlay, OH 45839

Re: Final Report  
Vehicle Fire Analysis  
1999 Ford Explorer  
Insured: [REDACTED]  
Site Location: Mike Pruitt's Ford  
1360 Greely Chapel Road, Lima, OH  
Client Claim No. [REDACTED]  
CFC File No. 02170

Dear Ms. Hamilton:

Pursuant to your request of May 2, 2002, Churchwell Fire Consultants, Inc. has analyzed the above-captioned fire which occurred on April 27, 2002 and was reported to the Bath Township Fire Department at 11:31 a.m.

The vehicle examination was conducted on May 6, 2002 by Brian J. Churchwell, E.E.

## **VEHICLE**

The vehicle in question was a 1999, blue in color, four-door Ford Explorer with a vehicle identification number of 1FMZU34EXXU [REDACTED]. The vehicle was purchased from Statewide Ford and Mercury in Kenton, OH (Figure 1). At the time of the fire the vehicle registered 28,751 miles.

## **EXTERIOR**

Figures 2 through 5 are respective exterior views of the front, rear, driver's, and passenger's sides of the vehicle. The examination of the exterior of the vehicle obviously indicated that a fire occurred within the engine compartment of the vehicle that having been exhibited by a significant amount of heat and open flame combustion present within

JUN 03 2002

EXOS-003-LC-0311

the upper right-hand portion of the engine compartment as well as a quantity of heat damage present on the upper right-hand portion of the hood.

Figure 8 specifically illustrates the manufacturing tag for the vehicle indicating that the vehicle was manufactured by Ford Motor Co. in USA on 11/98.

### INTERIOR

Figures 7 through 11 are general views of the interior cargo and seating area illustrated from the rear of the vehicle to the front of the vehicle. The interior cargo and seating area was primarily undamaged by the fire in question as the fire did not burn with sufficient intensity and duration to extend from the engine compartment into the seating and cargo area of the vehicle in question.

Figures 12 through 15 are specific views of the dashboard and footwell area in which the main wiring enters the interior of the vehicle. The dashboard and footwell were primarily undamaged by the fire in question and were, therefore, determined to have been unassociated with the fire origin/cause.

Figures 16 through 19 are specific views of the hood over the engine compartment. The hood exhibits a distinct pattern of heat and open flame combustion damage to the upper right-hand portion of the hood which is consistent with a significant amount of heat having been present within the aforementioned area.

Figure 20 illustrates the front driver's side wheel well which was located directly below the area in which a significant amount of heat and open flame combustion was present.

### ORIGIN

Figures 21 through 26 are general to specific views of the engine compartment origin area. A specific amount of heat damage was present within the upper right-hand side of the engine compartment. Figures 25 and 26 illustrate the fiberglass insulation which was located on the underside of the hood. The white portion of the insulation illustrates an area in which a higher level of heat was present. This area is located directly above the upper right-hand portion of the engine compartment which was identified as the origin area.

Figures 27 and 28 are specific views of the upper right-hand side of the engine compartment which was determined to have been the specific origin area. This portion of the engine compartment was heavily damaged from exposure to heat and open flame

combustion and this damage was consistent with the damage present on the hood directly above. Therefore, the examination of the fire damage and burn patterns clearly indicated that the fire originated within the upper right-hand portion of the engine compartment.

### CAUSE

Figures 29 through 31 are specific views of the battery and the battery terminals for the vehicle in question. The battery was moderately damaged from exposure to heat which migrated across the top of the battery from the upper right-hand portion of the engine compartment in which the fire was determined to have originated. The terminals for the battery remained intact and did not exhibit any evidence of electrical failure. The battery and battery terminals were, therefore, eliminated as having been associated with the cause of the fire. The battery remained energized at the time of the fire scene examination.

Figures 32 and 33 specifically illustrate a main wiring harness which traveled through the previously identified origin area. The main wiring harness carried multiple wires of varying gauge through the origin area to various electrical components. The wiring within the harness did not exhibit any evidence of electrical failure, therefore, the wiring within the harness traveling through the origin area was eliminated as having been associated with the cause of the fire.

### INSURED INTERVIEW SUMMARY

The following information was acquired during the course of an informal interview of the insured, Dennis Mullins:

1. [REDACTED] purchased the vehicle on June 2, 2000 from Statewide Ford in Kenton, OH. Statewide has since gone out of business and opened a subsequent dealership in Van Wert. The vehicle registered 22,000 miles at the time of purchase. The vehicle had been previously used as a lease vehicle for the Statewide Ford Dealership. At the time of the fire, the vehicle registered 28,751 miles.
2. [REDACTED] purchased an extended warranty which covers three years or 75,000 miles. During the time that [REDACTED] has owned the vehicle, he has not experienced any problems. The vehicle has not been in for any major service.
3. [REDACTED] typically changes the oil in the vehicle himself at approximately every 3,000 miles. Outside of changing the oil, [REDACTED] has not performed any other service to the vehicle.

4. On the day of the fire, both he and his wife were driving separate vehicles to a bank. He was driving his vehicle and his wife was driving the vehicle in question. The vehicle in question is driven mostly on long trips or on days of bad weather.
5. The fire occurred on a Saturday. [REDACTED] indicated that he drove the vehicle the day prior to the fire and did not notice any problems with the vehicle. It takes approximately 20-25 minutes to get to the bank from their home. His wife pulled into the bank and shut the vehicle off. At that time she noticed smoke coming from the hood from the area directly in front of the driver's side. Flames immediately followed the smoke.
6. [REDACTED] indicated that he tried to get the hood up, however, it would not budge. He then sprayed a fire extinguisher up the front driver's wheel well and initially put the fire out. A few seconds later the fire flared back up and the fire department arrived, pulled the hood up, and applied water subsequently extinguishing the fire.
7. [REDACTED] indicated that members of the Ford service department at Mike Pruitt's Ford (where the vehicle was located) believed the cause of the fire may have been caused by a bad condenser sensor as they have replaced those in the past on this vehicle. [REDACTED] has never experienced any fuel or oil leaks.

#### CAUSE (CONTINUED)

Figures 34 through 36 specifically illustrate the high voltage coil pack which was located adjacent to the origin area. The high voltage coil pack serves as the ignition switch for the engine block. The coil pack has six connectors, all of which remained largely intact and did not exhibit any evidence of electrical failure. [REDACTED] indicated that he has never experienced any problems with the ignition system of the vehicle. The lines which fed the coil pack remained intact and did not exhibit any evidence of electrical failure. The coil pack did not exhibit any evidence of electrical failure. Further, the coil pack exhibited uniform heat damage which is consistent with an external fire attacking the coil pack and causing the heat and open flame combustion damage. As no localized heat was present and no electrical failure was found, the coil pack was eliminated as having been associated with the cause of the fire.

Figures 37 through 41 specifically illustrate a condenser sensor which is mounted on the side of the engine block. The condenser sensor has a hose coming in and going out of the sensor. The sensor tests the pressure of the exhaust in the hose. The contacts for the condenser sensor remained intact and did not exhibit any evidence of electrical failure. Further, the back side of the condenser sensor was a soft foam material and remained

largely undamaged. If the condenser sensor had failed and caused the fire, the condenser sensor would have been heavily damaged from exposure to heat and open flame combustion. Specifically, the soft foam padding on the back of the condenser sensor would not have remained intact as the heat generated by the failure of the sensor would have been sufficient to melt the foam padding. All of the damage present to the condenser sensor is consistent with an external fire attacking and impinging onto the condenser sensor. As the sensor does not exhibit damage which is consistent with it being associated with the cause of the fire and further does not exhibit any evidence of electrical failure, the condenser sensor was eliminated as having been associated with the cause of the fire.

The only other potential source of ignition located within the origin area was a fuel line. The other components located within the origin area consisted of various component housings, shock housings, steel members, and other items which could not have been associated with the cause of the fire. The fuel line is illustrated in Figures 42 through 46. A flexible fuel line hose runs within the immediate center of the origin area. The hose bends in a downward direction and connects to a small tube. At the point of this bending, a distinct amount of heat was found to have been present on the fuel line indicated by the presence of a white material on the fuel line. This white material indicates that this portion of the fuel line suffered a more significant amount of heat and open flame combustion than the remainder of the flexible fuel line.

If a fuel line were to leak, it would spray a quantity of gasoline throughout the interior of the engine compartment. Any quantity of gasoline which was sprayed onto the hot portions of the engine block would subsequently be ignited and the fire would then track back toward the source of fuel being leaked from the fuel line. The information provided by the owner of the vehicle indicated that flames were coming from the upper right-hand portion of the engine compartment until a fire extinguisher was shot into the wheel well. The fire extinguisher put out the fire initially, however, a few seconds later the flames shot back up. This is consistent with a continuous flow of gasoline from the gasoline which was left in the fuel lines after the vehicle was turned off. A hole in the gas line would allow the remaining fuel to spray out and subsequent to the initial fire being put out the continuous spray of the gasoline would ignite again when coming into contact with a hot material. Leaking fuel from a fuel line igniting on hot components of the engine compartment is the only remaining ignition source which could not be eliminated.

The examination of the fire damage and burn patterns clearly indicated that the fire was caused by the ignition of leaking gasoline from a flexible fuel line within the origin area which was ignited upon contact with hot components of the engine compartment.

### RECALL INFORMATION

Attached within the addendum section of this report are the five recalls on a 1999 Ford Explorer. All of the recalls which were present on the 1999 Ford Explorer were associated with mechanical failures of some kind. None of the failures were associated with any type of fuel leak or other source of ignition which would result in a fire.

### FIRE DEPARTMENT INFORMATION

Attached within the addendum section of this report is a copy of the Bath Township Fire Department Incident Report regarding the fire in question. According to the report, the origin of the fire was listed as "engine area, running," the form of heat ignition was listed as "undetermined," the form of material ignited was listed as "undetermined," the equipment involved in ignition was listed as "none," and the ignition factor was listed as "cause undetermined after investigation."

### CONCLUSIONS

It is the opinion of Churchwell Fire Consultants, Inc. regarding the April 27, 2002 fire which occurred to the 1999 Ford Explorer, that:

1. The fire originated within the upper right-hand portion of the engine compartment.
2. The cause of the fire was determined to have been the ignition of gasoline which was leaking from a flexible fuel line and came into contact with hot components of the engine compartment.

If you have any questions, please feel free to contact me at your earliest convenience.

Thank you for giving Churchwell Fire Consultants, Inc. the opportunity to assist you in this matter.

Report Prepared By:



Brian J. Churchwell  
Electrical Engineer  
Ohio License No. 3008

Report Reviewed By:



James P. Churchwell, CFEI, CPII  
Ohio License No. 3008

BJC/JPC:hnb

Figure 1: View of where the vehicle was purchased from



Figures 2-5: Exterior views of the front, rear, driver's and passenger's sides of the vehicle



Figure 3



Figure 4

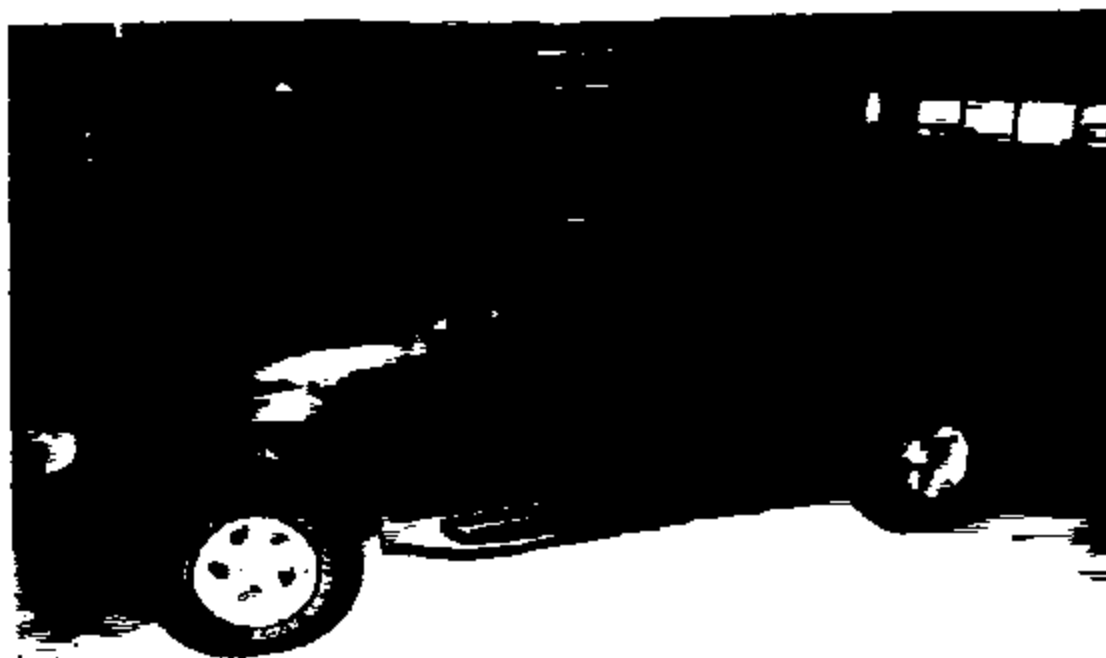


Figure 5

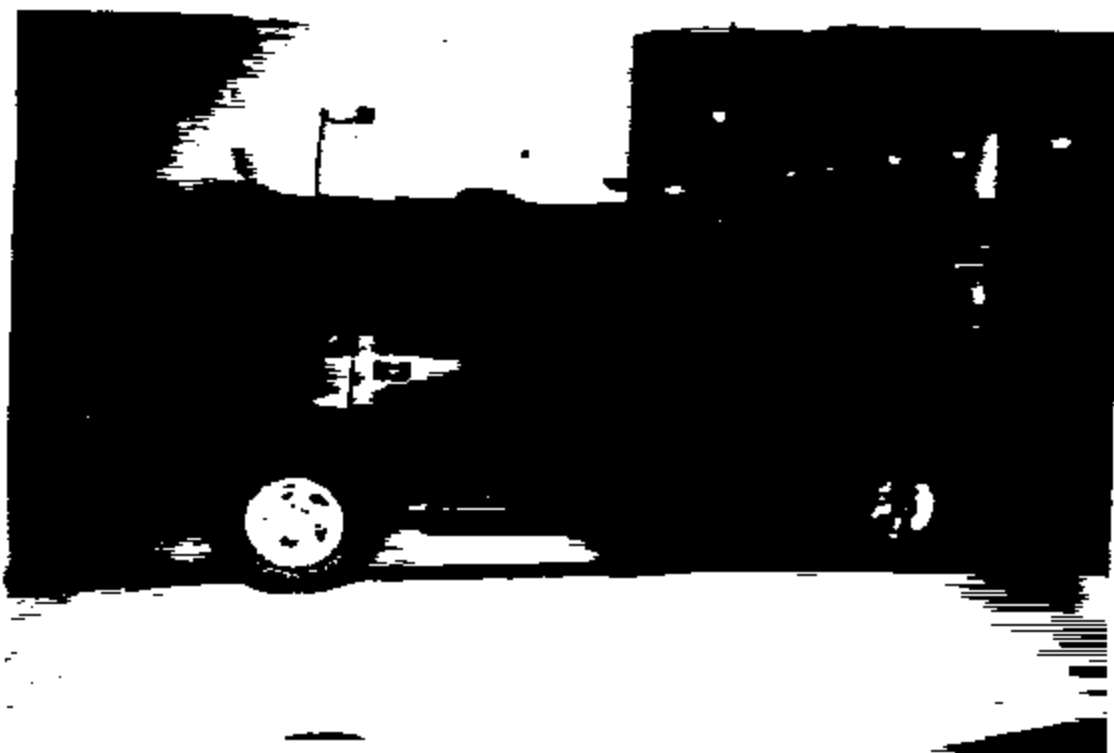
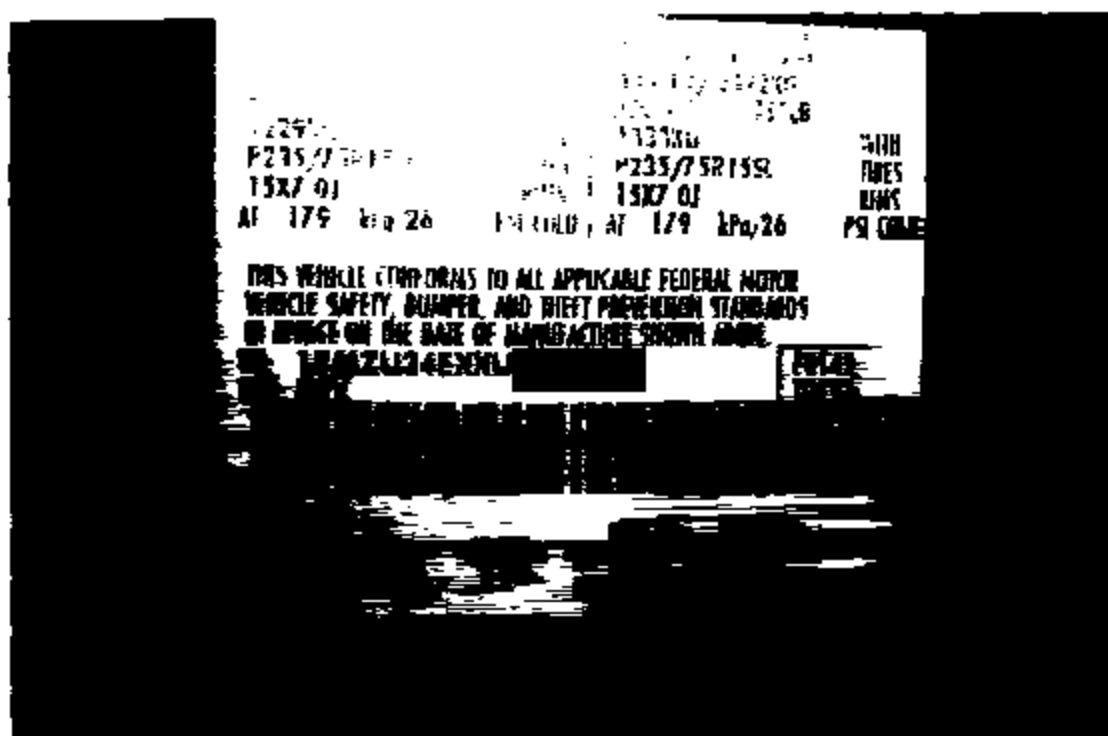


Figure 8: Specifically illustrates the manufacturing tag for the vehicle



Figures 7-11: General views of the interior cargo and seating area illustrated from the rear of the vehicle to the front of the vehicle

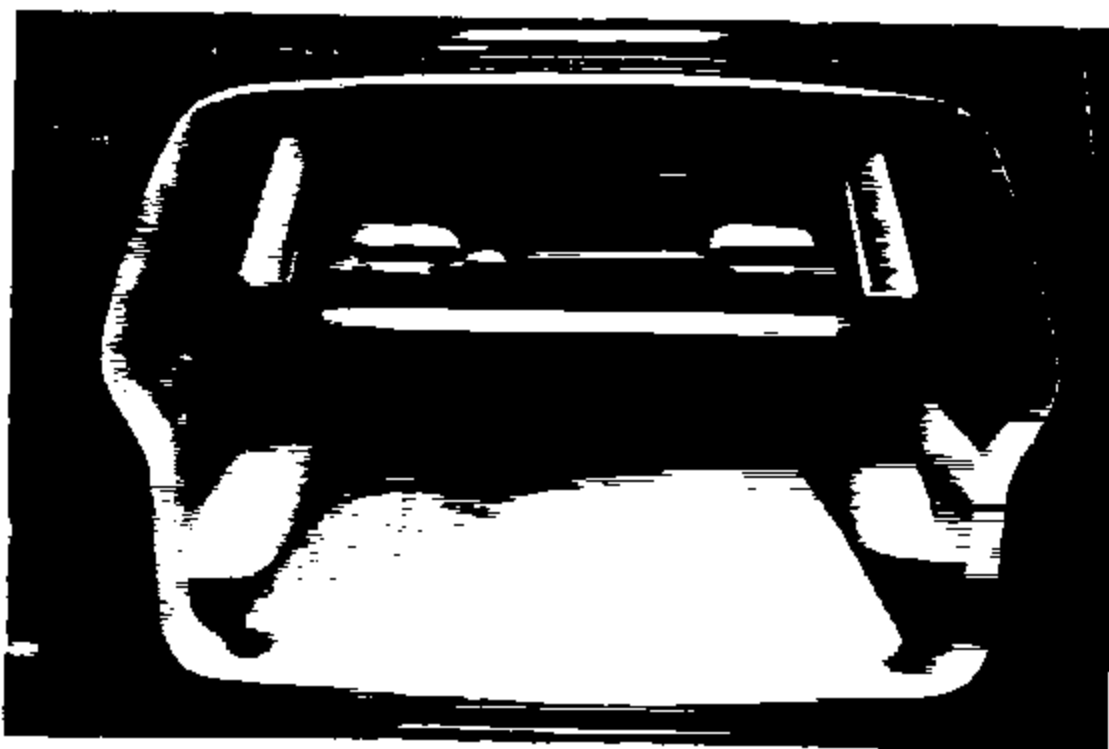


Figure 8



Figure 9



Figure 10



Figure 11



Figures 12-15: Specific views of the dashboard and footwell



Figure 13

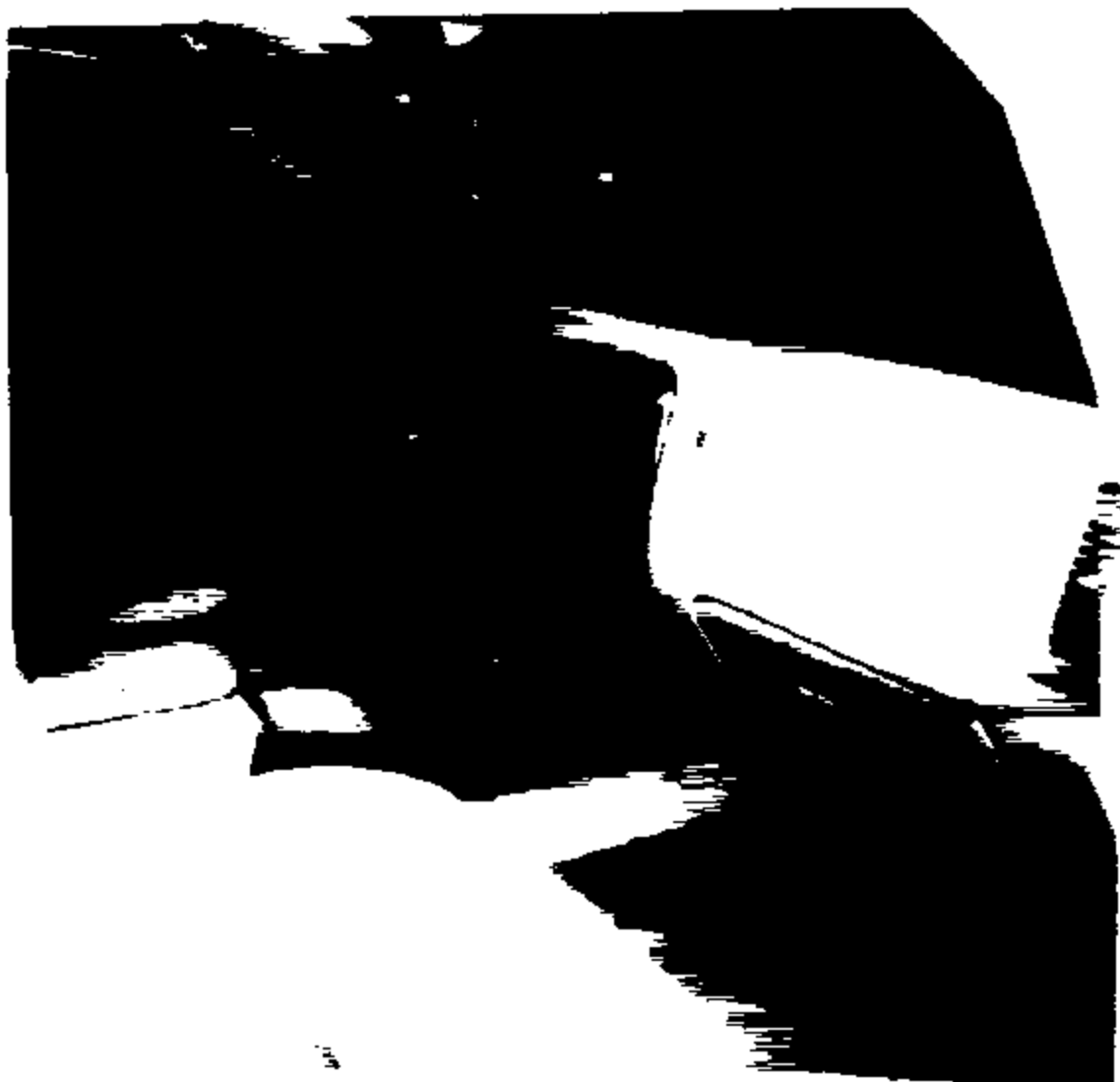


Figure 14



Figure 15



Figures 16-19: Specific views of the hood over the engine compartment



Figure 17



Figure 18

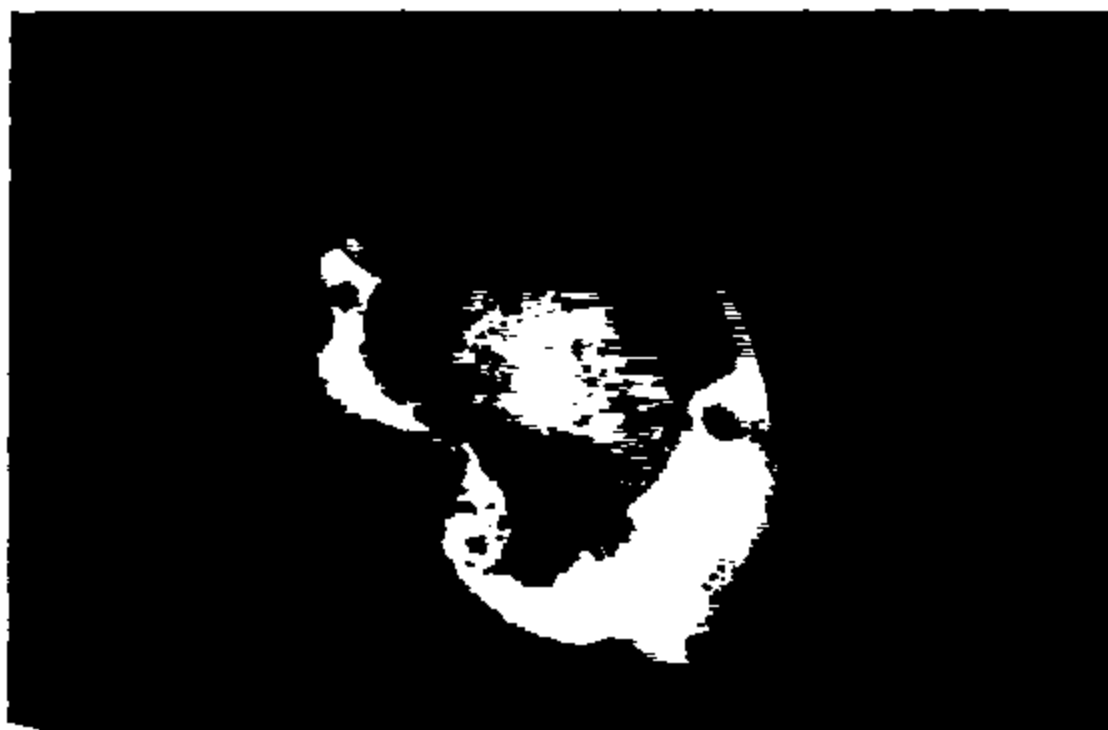


Figure 19



Figure 20: Illustrates the front driver's side wheel well



Figures 21-26: General to specific views of the engine compartment origin area



Figure 22



Figure 23



Figure 24



Figure 26



Figure 28



Figures 27-28: Specific views of the upper right-hand side of the engine compartment which was determined to have been the specific origin area



Figure 28



Figures 29-31: Specific views of the battery and the battery terminals for the vehicle in question



Figure 30



Figure 31



Figures 32-33: Specifically illustrate a main wiring harness which traveled through the previously identified origin area



Figure 33



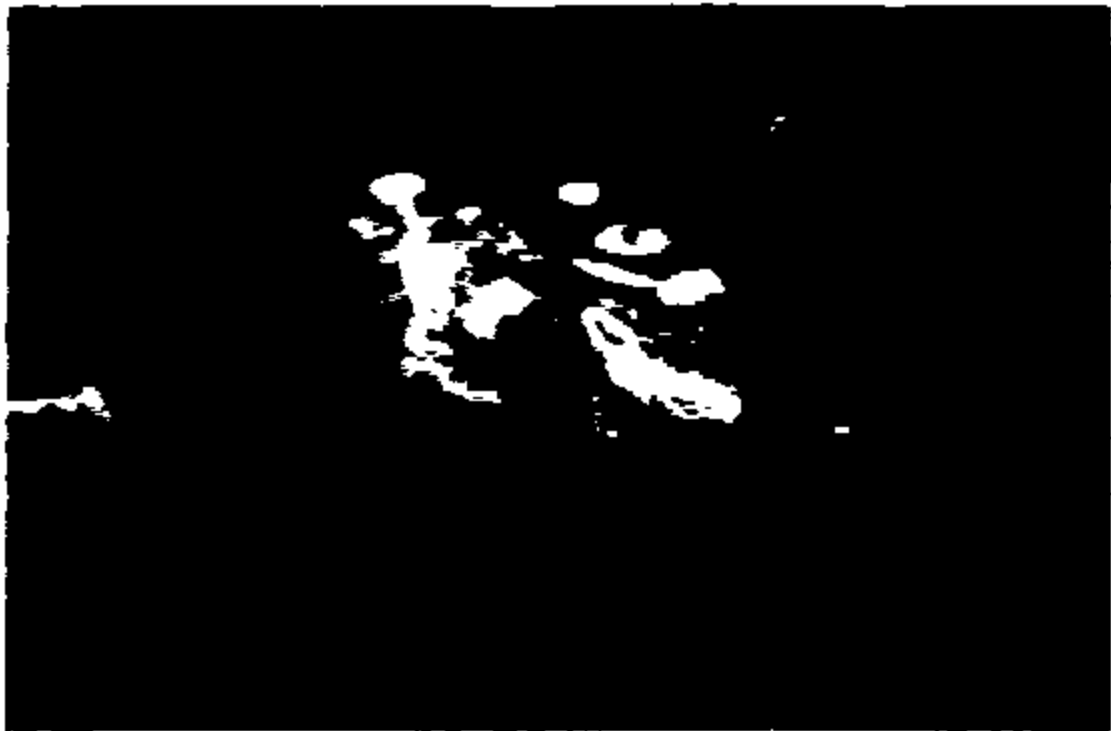
Figures 34-36: Specifically illustrate the high voltage coil pack which was located adjacent to the origin area



Figure 35



Figure 36



Figures 37-41: Specifically illustrate a condenser sensor which is mounted on the side of the engine block



Figure 38



Figure 39



Figure 40



Figure 41



Figures 42-46: Views of the fuel line



Figure 43



Figure 44



Figure 45

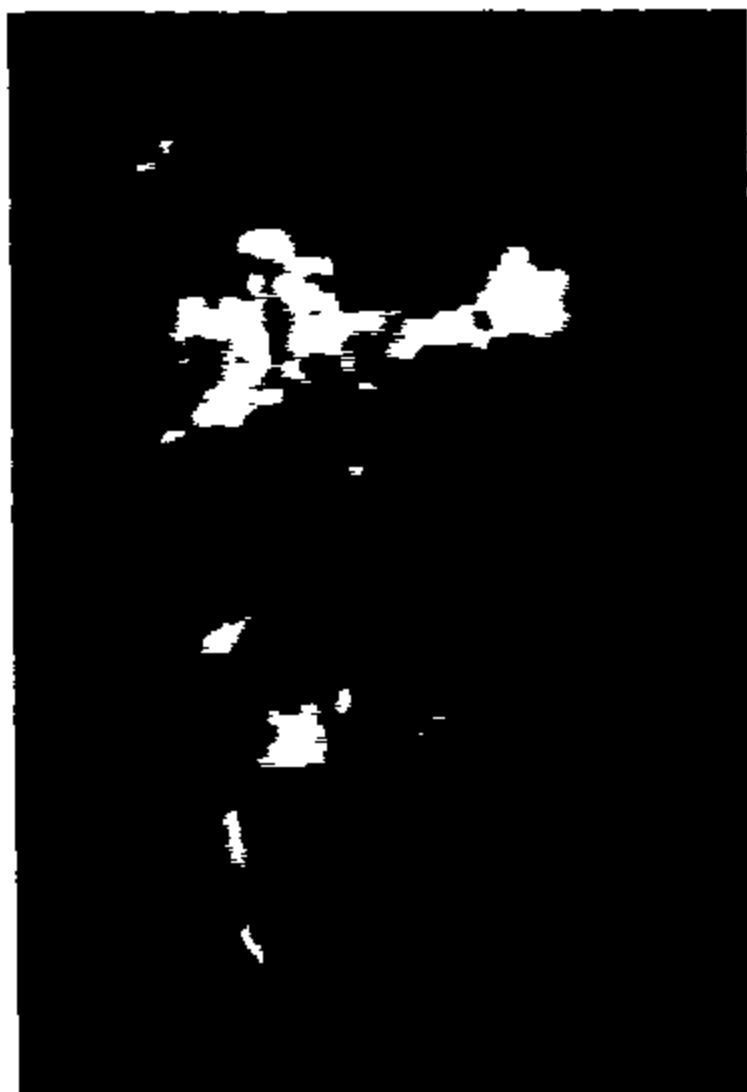
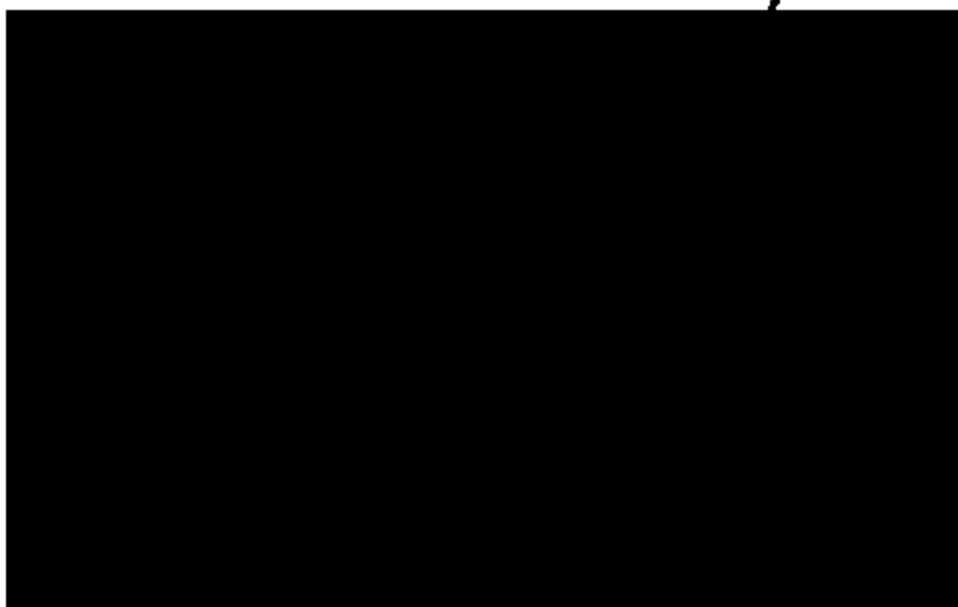


Figure 46







Post Office Box 33040  
Lakeland, Florida 33807-3040

- Government Employees Insurance Company
- GEICO General Insurance Company
- GEICO Indemnity Company
- GEICO Casualty Company

APR 05 2005  
*[Handwritten signature]*

03/30/05

Ford Motor Corporation  
Consumer Affairs Dept  
P.O. Box 6248  
MD 3 NE B  
Dearborn, MI 48126



Our Claim#: [REDACTED]  
Our Insured: [REDACTED]  
Date of Loss: 03/18/05

Vehicle: 1998 Ford Explorer  
VIN#: 1FMZU34E6WU [REDACTED]

**To Whom It May Concern:**

This letter is advise your company that **GEICO GENERAL INSURANCE COMPANY** will be investigating farther to determine the cause of the fire on this vehicle.

This letter is our notice to you that should it be determined that the cause of fire was caused by a manufacturer's defect; we will be pursuing your company for the damages that were incurred on this claim.

If you should wish to have one of your representatives inspect this vehicle it is located at: **Manheim's Auto Auction**  
401 S 50<sup>th</sup> Street  
Tampa, FL 33619  
Ph# (813)247-1666

Please reference their stock# 0490031 when calling about the vehicle.

Should you have any questions, please do not hesitate to contact me at the phone number listed below.

Sincerely,

*Kris Wehman*

Kris Wehman/D063  
Claims Adjuster  
800 648 2493 ext 4447

EP05-005-LC-8384



COPY

STATE OF NEW MEXICO  
COUNTY OF BERNALILLO  
SECOND JUDICIAL DISTRICT COURT

FARMERS INSURANCE COMPANY OF ARIZONA,

Plaintiff,

and

[REDACTED]

Involuntary Plaintiff,

v.

NO. CV 2003 02240

FORD MOTOR COMPANY,

Defendant.

COMPLAINT FOR PROPERTY DAMAGE, PRODUCTS LIABILITY AND SUBROGATION

Plaintiff states:

1. Plaintiff insurer is a duly licensed insurance company authorized to do business in the State of New Mexico, with its principle place for claims handling in Bernalillo County, and all other parties to this action are residents of New Mexico or otherwise subject to the jurisdiction of this Court.
2. On or about July 11, 2002, at [REDACTED] New Mexico, a 1995 Ford Econoline F-150 Van owned by Involuntary Plaintiff started on fire. Defendant Ford Motor Company negligently manufactured the 1995 Ford Econoline F-150. The fire resulted in payment of insurance benefits for property damage for which Plaintiff FARMERS INSURANCE COMPANY OF ARIZONA claims subrogation rights, and Involuntary Plaintiff [REDACTED] was required to pay the deductible for damage to his property, for which they now sue.
3. At all times relevant hereto, Defendant Ford Motor Company was in the business of manufacturing, selling and distributing into commerce in the state of New Mexico the 1995 Ford Econoline F-150 which is the subject of this action. Upon information and belief, a direct and proximate cause of the incident which resulted in the fire was Defendant Ford Motor Company's production of the 1995 Ford Econoline F-150, in a defective condition or unreasonably dangerous for

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CLERK OF DISTRICT COURT

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the use for which it was intended. Involuntary Plaintiff [REDACTED] was unaware of the Ford Econoline F-150's defect as alleged in this complaint. It was foreseeable to Defendant Ford Motor Company that individuals such as Involuntary Plaintiff [REDACTED] would utilize the 1995 Ford Econoline F-150. Involuntary Plaintiff [REDACTED] used the Ford Econoline F-150 in a manner, which could have been reasonably foreseen. In the alternative, Defendant Ford Motor Company knew or should have known that the Ford Econoline F-150 was defective and not merchantable or fit for the particular purpose for which it was intended.

WHEREFORE, Plaintiff Farmers Insurance Company of Arizona prays that it be awarded judgment against the Defendant Ford Motor Company, in an amount to be proved at trial, plus the costs of this action, and such further relief as the Court may deem just and proper. Involuntary Plaintiff [REDACTED] also requests to be reimbursed his deductible.

O'BRIEN & HOULISTON

*Original Signed By:*  
DANIEL J. O'BRIEN

By: \_\_\_\_\_

DANIEL J. O'BRIEN  
Attorneys for Plaintiffs  
6301 Indian School Road NE  
Suite 800  
Albuquerque, NM 87110  
(505) 883-8181

STATE OF NEW MEXICO  
COUNTY OF SANTA FE  
FIRST JUDICIAL DISTRICT COURT

FARMERS INSURANCE COMPANY OF ARIZONA,

Plaintiff,

and



Involuntary Plaintiff,

v.

NO. \_\_\_\_\_

FORD MOTOR COMPANY,

Defendant.

PLAINTIFFS' COURT ANNEXED CERTIFICATION

I, Daniel J. O'Brien, Counsel for Plaintiff Farmers Insurance Company of Arizona, and Involuntary Plaintiff AJ Neil, pursuant to Second Judicial District Local Rules, Rule LR2-603, certifies as follows:

- X This party seeks only a money judgment and the amount sought does not exceed twenty-five thousand dollars (\$25,000) exclusive of punitive damages, interest, costs and attorney fees.
- This party seeks relief other than a money judgment and/or seeks relief in excess of twenty-five thousand dollars (\$25,000) exclusive of punitive damages, interest, costs and attorney fees.

O'BRIEN & HOULISTON

Original Signed By:  
BY: DANIEL J. O'BRIEN

DANIEL J. O'BRIEN  
Attorneys for Plaintiffs  
6301 Indian School Rd., NE  
Suite 800  
Albuquerque, NM 87110  
Telephone (505) 883-8181

I certify I attached a copy of this certification to the Complaint for service upon Defendant. (LR2-603)

Original Signed By:  
DANIEL J. O'BRIEN

DANIEL J. O'BRIEN



**K1 Person/Entity Involved**

Local Option

Business name (if applicable)

Area Code

Phone Number

☐ Check this box if you address is incident location. Then skip the three duplicate address lines.

Mr., Mr., Mrs. First Name

MI

Last Name

Suffix

Address

Prefix Street or Highway

Street Type

Suffix

Post Office Box

Apt./Suite/Room

City

State

Zip Code

☐ More people involved? Check this box and attach Supplemental Forms (NFIR-18) as necessary

**K2 Owner**

Local Option

☐ Same as person involved? Then check this box and skip the rest of this section.

Business name (if applicable)

Area Code

Phone Number

☒ Check this box if this address is incident location. Then skip the three duplicate address lines.

Mr., Mr., Mrs. First Name

MI

Last Name

Suffix

Address

Prefix Street or Highway

ST

Suffix

Post Office Box

Apt./Suite/Room

Farmington

City

State

Zip Code

**L Remarks**

Local Option

E-2 RESPONDED TO A REPORTED STRUCTURE FIRE AT THE ABOVE ADDRESS. ON ARRIVAL WE FOUND A PASSENGER VAN ON FIRE UNDER A CARPORT NEXT TO A MOBILE HOME. E-2 PULLED A 1 3/4 INCH ATTACK LINE AND EXTINGUISHED THE FIRE. OTHER UNITS ON SCENE ASSISTED BY CHECKING FOR EXTENSION OF THE FIRE INTO THE MOBILE HOME. NO EXTENSION WAS FOUND INSIDE OR UNDERNEATH THE STRUCTURE. OCCUPANT OF THE HOME WAS CHECKED BY MEDIC FOR POSSIBLE SMOKE INHALATION AND RELEASED. PAV SET UP TO HORIZONTALLY VENTILATE SMOKE FROM THE RESIDENCE. NO FIRE APPEARED TO START IN THE ENGINE COMPARTMENT AND EXTENDED INTO THE CAB OF THE VEHICLE. E-2 HAD TO BREAK FRONT PASSENGER WINDOW TO GAIN ACCESS INTO VEHICLE. C-3 ON SCENE TO BEGIN INVESTIGATION. ALL UNITS RELEASED, E-2 RETURNED TO QUARTERS.

**L Authorization**

084

Officer in charge (U)

Page, Terry

Signature

EM

Position or rank

Assigned

07

Month

11

Day

2002

Year

Check box if [ ]  
as an Officer/Driver making report in  
in change.

084

Page, Terry

Signature

EM

Position or rank

Assigned

07

Month

11

Day

2002

Year

45037	MM	7	11	2002	2	02-0002482	000	Complete Narrative
Unit	Scene	Incident Date	Month	Day	Station	Incident Number	Signature	

**Narrative:**

E-2 RESPONDED TO A REPORTED STRUCTURE FIRE AT THE ABOVE ADDRESS. ON ARRIVAL WE FOUND A PASSENGER VAN ON FIRE UNDER A CARPORT NEXT TO A MOBILE HOME. E-2 PULLED A 1 3/4 INCH ATTACK LINE AND EXTINGUISHED THE FIRE. OTHER UNITS ON SCENE ASSISTED BY CHECKING FOR EXTENSION OF THE FIRE INTO THE MOBILE HOME. NO EXTENSION WAS FOUND INSIDE OR UNDERNEATH THE STRUCTURE. OCCUPANT OF THE HOME WAS CHECKED BY MEDICS FOR POSSIBLE SMOKE INHALATION AND RELEASED. PPV SET UP TO HORIZONTALLY VENTILATE SMOKE FROM THE RESIDENCE. NO FIRE APPEARED TO START IN THE ENGINE COMPARTMENT AND EXTENDED INTO THE CAB OF THE VEHICLE. E-2 HAD TO BREAK FRONT PASSENGER WINDOW TO GAIN ACCESS INTO VEHICLE. C-3 ON SCENE TO BEGIN INVESTIGATION. ALL UNITS RELEASED, E-2 RETURNED TO QUARTERS.

<b>A</b> <u>45037</u> <u>MM</u> <u>07</u> <u>11</u> <u>2002</u> <u>3</u> <u>02-0002482</u> <u>000</u> <input type="checkbox"/> Delete <input type="checkbox"/> Change <input type="checkbox"/> No Activity <b>MFIR-2</b> <small>File # State # Incident Date # Station Incident Number # Report #</small>		<b>B Property Details</b> <b>B1</b> <input type="checkbox"/> <b>Not Residential</b> <small>Estimated Number of residential living units in building of origin whether or not all units became involved</small> <b>B2</b> <u>001</u> <input type="checkbox"/> <b>Buildings not involved</b> <small>Number of buildings involved</small> <b>B3</b> <input type="checkbox"/> <b>None</b> <small>Acres burned (outside fires) <input type="checkbox"/> Less than one acre</small>		<b>C On-Site Materials or Products</b> <input type="checkbox"/> <b>None</b> <small>Enter up to three codes. Check one or more boxes for each code entered.</small> <small>On-site material (1)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (2)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (3)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (4)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (5)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (6)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (7)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (8)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (9)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (10)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (11)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (12)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (13)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (14)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (15)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (16)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (17)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (18)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (19)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (20)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (21)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (22)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (23)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (24)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (25)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (26)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (27)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (28)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (29)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (30)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (31)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (32)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (33)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (34)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (35)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (36)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (37)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (38)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (39)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (40)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (41)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (42)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (43)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (44)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (45)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (46)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (47)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (48)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (49)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (50)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (51)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (52)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (53)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (54)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (55)</small> 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<u>          </u> <u>          </u> <u>          </u> <small>On-site material (67)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (68)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (69)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (70)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (71)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (72)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (73)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (74)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (75)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (76)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (77)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (78)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (79)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (80)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (81)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (82)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (83)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (84)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (85)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (86)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (87)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (88)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (89)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (90)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (91)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (92)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (93)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (94)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (95)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (96)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (97)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (98)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (99)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (100)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (101)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (102)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (103)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (104)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (105)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (106)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (107)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (108)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (109)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (110)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (111)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (112)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (113)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (114)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (115)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (116)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (117)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (118)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (119)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (120)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (121)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (122)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (123)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (124)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (125)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (126)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (127)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (128)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (129)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (130)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (131)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (132)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (133)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (134)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (135)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (136)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (137)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (138)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (139)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (140)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (141)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (142)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (143)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (144)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (145)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (146)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (147)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (148)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (149)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (150)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (151)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (152)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (153)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (154)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (155)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (156)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (157)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (158)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (159)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (160)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (161)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (162)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (163)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (164)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (165)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (166)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (167)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (168)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (169)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (170)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (171)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (172)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (173)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (174)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (175)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (176)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (177)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (178)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (179)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (180)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (181)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (182)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (183)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (184)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (185)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (186)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (187)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (188)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (189)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (190)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (191)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (192)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (193)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (194)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (195)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (196)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (197)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (198)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (199)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (200)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (201)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (202)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (203)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (204)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (205)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (206)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (207)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (208)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (209)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (210)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (211)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (212)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (213)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (214)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (215)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (216)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (217)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (218)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (219)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (220)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (221)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (222)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (223)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (224)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (225)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (226)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (227)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (228)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (229)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (230)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (231)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (232)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (233)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (234)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (235)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (236)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (237)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (238)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (239)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (240)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (241)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (242)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (243)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (244)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (245)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (246)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (247)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (248)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (249)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (250)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (251)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (252)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (253)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (254)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (255)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (256)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (257)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (258)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (259)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (260)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (261)</small> 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(272)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (273)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (274)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (275)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (276)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (277)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (278)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (279)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (280)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (281)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (282)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (283)</small> <u>          </u> <u>          </u> <u>          </u> <small>On-site material (284)</small> <u>          </u>	
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A		MM DD YYYY		2		02-0082463		000		Delete		Apparatus or Resource	
45037		7 11 2002		2		02-0082463		000		Delete		Apparatus or Resource	
Status		Incident Date		Station		Incident Number		Response		Delete		Apparatus or Resource	
B Apparatus or Resource		Date and Times				Sent		Number of People		Use		Actions Taken	
		Check if same as alarm data								Check one box for each apparatus to indicate its unit use at the incident.			
		Month Day Year Hour Min											
1	ID [001]	Dispatch	[X]	7	11	2002	09:45	[X]	1	[X] Suppression			
	Type [91]	Arrival	[X]	7	11	2002	09:49			[ ] HSE			
		Clear	[X]	7	11	2002	11:33			[ ] Other			
2	ID [01]	Dispatch	[X]	7	11	2002	09:45	[X]	1	[X] Suppression			
	Type [92]	Arrival	[X]	7	11	2002	09:49			[ ] HSE			
		Clear	[X]	7	11	2002	11:33			[ ] Other			
3	ID [02]	Dispatch	[X]	7	11	2002	09:45	[X]	1	[X] Suppression			
	Type [92]	Arrival	[X]	7	11	2002	09:49			[ ] HSE			
		Clear	[X]	7	11	2002	11:33			[ ] Other			
4	ID [03]	Dispatch	[X]	7	11	2002	09:45	[X]	1	[X] Suppression			
	Type [92]	Arrival	[X]	7	11	2002	09:49			[ ] HSE			
		Clear	[X]	7	11	2002	11:33			[ ] Other			
5	ID [04]	Dispatch	[X]	7	11	2002	09:45	[X]	3	[X] Suppression			
	Type [11]	Arrival	[X]	7	11	2002	09:49			[ ] HSE			
		Clear	[X]	7	11	2002	11:33			[ ] Other			
6	ID [05]	Dispatch	[X]	7	11	2002	09:45	[X]	3	[X] Suppression			
	Type [11]	Arrival	[X]	7	11	2002	09:49			[ ] HSE			
		Clear	[X]	7	11	2002	11:33			[ ] Other			
7	ID [01]	Dispatch	[X]	7	11	2002	09:45	[X]	2	[X] Suppression			
	Type [12]	Arrival	[X]	7	11	2002	09:49			[ ] HSE			
		Clear	[X]	7	11	2002	11:33			[ ] Other			
8	ID [02]	Dispatch	[X]	7	11	2002	09:45	[X]	2	[X] Suppression			
	Type [71]	Arrival	[X]	7	11	2002	09:49			[ ] HSE			
		Clear	[X]	7	11	2002	11:33			[ ] Other			
9	ID [ ]	Dispatch	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ] Suppression			
	Type [ ]	Arrival	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ] HSE			
		Clear	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ] Other			

**Type of Apparatus or Resource**

**Ground Fire Suppression**

11 Engine

12 Truck or aerial

13 Quilt

14 Tanker & pumper combination

15 Brush truck

17 AFR (Aircraft Rescue and Firefighting)

18 Ground fire suppression, other

**Heavy Ground Equipment**

21 Dozer or plow

22 Tractor

24 Tanker or tender

25 Heavy equipment, other

**Aircraft**

41 Aircraft: fixed wing tanker

42 Helitanker

43 Helicopter

49 Aircraft, other

**Marine Equipment**

51 Fire boat with pump

52 Boat, no pump

54 Marine apparatus, other

**Support Equipment**

61 Breathing apparatus support

62 Light and air unit

64 Support apparatus, other

**Medical & Rescue**

71 Rescue unit

72 Urban Search & rescue unit

73 High angle rescue unit

75 Aid unit

76 ALS unit

79 Medical and rescue unit, other

**More Apparatus? Use Additional Sheets**

**Other**

81 Mobile command post

82 Chief officer car

83 Exhaust unit

84 Type 1 hand crew

85 Type 2 hand crew

86 Privately owned vehicle

89 Other apparatus/resource

EN None

UV Undetermined

NFIRS-5 Revision 11/17/98

A		MM		DD		YYYY		Station		Incident Number		Report		Delete		Change		NFIRS - 10			
45037		MM		7		11		2002		2		02-0802482		000				Personnel			
B Apparatus or Resource		Date and Times						Sent		Number of People		Use		Actions Taken							
See table listed below		Check if same as alarm date						Month Day Year Hours/Min		X		1		Check one box for each apparatus by type of use at the incident.		List up to 4 actions for each apparatus and each personnel.					
1 ID [DC1]		Dispatch		7		11		2002		09:45		Sent		X		1		X Suppression			
Type [91]		Arrival		7		11		2002		09:49		X						X			
		Clear		7		11		2002		11:33								X			
Personnel ID		Name						Rank or Grade		Attend		Action Taken		Action Taken		Action Taken		Action Taken			
050		Joyner, Ron						DC		X											
2 ID [C1]		Dispatch		7		11		2002		09:45		Sent		X		1		X Suppression			
Type [92]		Arrival		7		11		2002		09:49		X						X			
		Clear		7		11		2002		11:33								X			
Personnel ID		Name						Rank or Grade		Attend		Action Taken		Action Taken		Action Taken		Action Taken			
046		Aurnhammer, Tom						DC		X											
3 ID [C2]		Dispatch		7		11		2002		09:45		Sent		X		1		X Suppression			
Type [92]		Arrival		7		11		2002		09:49		X						X			
		Clear		7		11		2002		11:33								X			
Personnel ID		Name						Rank or Grade		Attend		Action Taken		Action Taken		Action Taken		Action Taken			
070		Martin, Robert						DC		X											

A		MM DD YYYY		Station		Incident Number		Supervisor		Status		
43037		MM	7	DD	11	YYYY	2002	1	02-0882482	000	<input type="checkbox"/> Delete <input type="checkbox"/> Change	
B Apparatus or Resource		Date and Times				Sent	Number of People	Use	Actions Taken			
Use codes listed below		Check if same as clear date				<input checked="" type="checkbox"/>		Check one box for each apparatus to indicate its status at the incident.	List up to 4 actions for each apparatus and each personnel.			
1 ID C3		Dispatch	<input checked="" type="checkbox"/>	7	11	2002	09:45	Sent	<input checked="" type="checkbox"/>	1	<input checked="" type="checkbox"/> Suppression <input type="checkbox"/> EMS <input type="checkbox"/> Other	<input type="checkbox"/> <input type="checkbox"/>
Type 92		Arrival	<input checked="" type="checkbox"/>	7	11	2002	09:49	<input checked="" type="checkbox"/>				<input type="checkbox"/> <input type="checkbox"/>
		Clear	<input checked="" type="checkbox"/>	7	11	2002	11:33					<input type="checkbox"/> <input type="checkbox"/>
Personnel ID	Name		Rank or Grade		Attend	Action Taken	Action Taken	Action Taken	Action Taken			
022	Veasey, Herb		SC		<input checked="" type="checkbox"/>	X						
2 ID E1		Dispatch	<input checked="" type="checkbox"/>	7	11	2002	09:45	Sent	<input checked="" type="checkbox"/>	3	<input checked="" type="checkbox"/> Suppression <input type="checkbox"/> EMS <input type="checkbox"/> Other	<input type="checkbox"/> <input type="checkbox"/>
Type 11		Arrival	<input checked="" type="checkbox"/>	7	11	2002	09:49	<input checked="" type="checkbox"/>				<input type="checkbox"/> <input type="checkbox"/>
		Clear	<input checked="" type="checkbox"/>	7	11	2002	11:33					<input type="checkbox"/> <input type="checkbox"/>
Personnel ID	Name		Rank or Grade		Attend	Action Taken	Action Taken	Action Taken	Action Taken			
084	Page, Terry		EM		<input checked="" type="checkbox"/>	X						
107	Zinner, Mark		FF		<input checked="" type="checkbox"/>	X						
122	Khner, Andy		FF		<input checked="" type="checkbox"/>	X						
3 ID E5		Dispatch	<input checked="" type="checkbox"/>	7	11	2002	09:45	Sent	<input checked="" type="checkbox"/>	1	<input checked="" type="checkbox"/> Suppression <input type="checkbox"/> EMS <input type="checkbox"/> Other	<input type="checkbox"/> <input type="checkbox"/>
Type 11		Arrival	<input checked="" type="checkbox"/>	7	11	2002	09:49	<input checked="" type="checkbox"/>				<input type="checkbox"/> <input type="checkbox"/>
		Clear	<input checked="" type="checkbox"/>	7	11	2002	11:33					<input type="checkbox"/> <input type="checkbox"/>
Personnel ID	Name		Rank or Grade		Attend	Action Taken	Action Taken	Action Taken	Action Taken			
076	Arnold, Bennett		CP		<input checked="" type="checkbox"/>	X						
085	Wilms, Mark		EM		<input checked="" type="checkbox"/>	X						
134	Balfour, Brian		FF		<input checked="" type="checkbox"/>	X						

A		MM DD YYYY		Station		Incident Number		Expense		NOTES - 10	
43037		7 11 2002		2		02-0082482		000		Perennial	
B Apparatus or Resource		Date and Time		Sent		Number of People		Use		Actions Taken	
Use value listed below		Check if sent as alarm data						Check OFF box for each apparatus to indicate its status at the incident.		List up to 4 actions for each apparatus and each personnel.	
1 ID E1		Dispatch 7 11 2002 09:45		Sent		2		Suppression			
Type 12		Arrival 7 11 2002 09:49		X				Other			
Clear 7 11 2002 11:32											
Personnel ID	Name	Rank or Grade	Attend	Action Taken	Action Taken	Action Taken	Action Taken				
096	McCarville, Todd	SN	X								
132	Sharp, Chris	FF	X								
2 ID E2		Dispatch 7 11 2002 09:49		Sent		2		Suppression			
Type 71		Arrival 7 11 2002 09:49		X				Other			
Clear 7 11 2002 11:33											
Personnel ID	Name	Rank or Grade	Attend	Action Taken	Action Taken	Action Taken	Action Taken				
012	Conner, Jerry	FF	X								
108	Archuleta, Donald	FF	X								
3 ID		Dispatch		Sent				Suppression			
Type		Arrival		X				Other			
Clear											
Personnel ID	Name	Rank or Grade	Attend	Action Taken	Action Taken	Action Taken	Action Taken				
			X								

48037	MM	7	11	2002	2	02-0092482	000	Responding Personnel
Unit	State	Incident	Year	Station	Incident Number	Response		
Staff ID\Staff Name	Unit	Activity	Position	Rank				
050 Joyner, Ron	BC1	Fire At Scene		BC				
046 Amnhammer, Tom	C1	Fire At Scene		FC				
070 Martin, Robert	C2	Fire At Scene		DC				
022 Venzey, Herb	C3	Fire At Scene		BC				
084 Page, Terry	E2	Fire At Scene		EM				
107 Kinser, Mark	E2	Fire At Scene		FF				
122 Kinner, Andy	E2	Fire At Scene		FF				
076 Arnold, Bennett	B5	Fire At Scene		CD				
086 Milne, Mark	E5	Fire At Scene		EM				
134 Balfour, Brian	E5	Fire At Scene		FF				
096 McCarville, Todd	L1	Fire At Scene		EM				
132 Sharp, Chris	L1	Fire At Scene		FF				
012 Conner, Jerry	E2	Fire At Scene		FF				
108 Archuleta, Donald	E2	Fire At Scene		FF				

An 'X' next to the unit denotes driver.

<b>A</b> 45037 <b>MM</b> <b>7</b> <b>11</b> <b>2002</b> <b>2</b> <b>02-0002482</b> <b>000</b> <input type="checkbox"/> Vehicle <b>HYLES - 11</b> Date State Incident Date Station Incident Number Exposure <input type="checkbox"/> Change Reason	
<b>B Agency Referred To</b> <input type="checkbox"/> None <input type="checkbox"/> Farmington Fire Street Address City State Zip Code Their Case Number Their City Their Federal Identifier (FID) Their FIDB	
<b>C Case Status</b> 1 <input type="checkbox"/> Investigation open 2 <input type="checkbox"/> Investigation closed 3 <input type="checkbox"/> Investigation inactive 4 <input type="checkbox"/> Closed with arrest 5 <input type="checkbox"/> Closed with exceptional clearance	<b>D Availability of Material First Ignited</b> 1 <input type="checkbox"/> Transport to scene 2 <input type="checkbox"/> Available at scene U <input type="checkbox"/> Unknown
<b>E Suspected Motivation Factors</b> Check up to three factors 11 <input type="checkbox"/> Hatred 12 <input type="checkbox"/> Labor unrest 13 <input type="checkbox"/> Insurance fraud 14 <input type="checkbox"/> Intimidation 15 <input type="checkbox"/> Vain contract/lease 21 <input type="checkbox"/> Personal 22 <input type="checkbox"/> Hate crime 23 <input type="checkbox"/> Institutional 24 <input type="checkbox"/> Societal 31 <input type="checkbox"/> Protest 32 <input type="checkbox"/> Civil unrest 41 <input type="checkbox"/> Fireplay/careless 42 <input type="checkbox"/> Vanity/recognition 43 <input type="checkbox"/> Thrills 44 <input type="checkbox"/> Attention/sympathy 45 <input type="checkbox"/> Sexual excitement 51 <input type="checkbox"/> Suicide 52 <input type="checkbox"/> Domestic violence 54 <input type="checkbox"/> Burglary 61 <input type="checkbox"/> Suicide concealment 62 <input type="checkbox"/> Burglary concealment 63 <input type="checkbox"/> Auto theft concealment 64 <input type="checkbox"/> Destroy records/evidence 00 <input type="checkbox"/> Other motivation UU <input type="checkbox"/> Unknown motivation	
<b>F Apparent Group Involvement</b> Check up to three factors 1 <input type="checkbox"/> Terrorist group 2 <input type="checkbox"/> Gang 3 <input type="checkbox"/> Anti-government group 4 <input type="checkbox"/> Outlaw motorcycle organization 5 <input type="checkbox"/> Organized crime 6 <input type="checkbox"/> Racial/ethnic hate group 7 <input type="checkbox"/> Religious hate group 8 <input type="checkbox"/> Sexual preference hate group 9 <input type="checkbox"/> Other group W <input type="checkbox"/> No group involvement, acted alone U <input type="checkbox"/> Unknown	<b>G Incendiary Devices</b> Select one from each category <b>CONTAINER</b> <b>MM</b> <input type="checkbox"/> None 11 <input type="checkbox"/> Bottle (glass) 12 <input type="checkbox"/> Bottle (plastic) 13 <input type="checkbox"/> Jug 14 <input type="checkbox"/> Pressurized Container 15 <input type="checkbox"/> Can 16 <input type="checkbox"/> Gasoline or fuel can 17 <input type="checkbox"/> Box 00 <input type="checkbox"/> Other Container UU <input type="checkbox"/> Unknown <b>IGNITION/DELAY DEVICE</b> <b>MM</b> <input type="checkbox"/> None 11 <input type="checkbox"/> Wick or Fuse 12 <input type="checkbox"/> Candle 13 <input type="checkbox"/> Cigarette & Matchbook 14 <input type="checkbox"/> Electronic Component 15 <input type="checkbox"/> Mechanical Device 16 <input type="checkbox"/> Remote Control 17 <input type="checkbox"/> Road Flare/Flare 18 <input type="checkbox"/> Chemical Component 19 <input type="checkbox"/> Trailer/Streamer 20 <input type="checkbox"/> Open Flame Source 00 <input type="checkbox"/> Other delay device UU <input type="checkbox"/> Unknown <b>FUEL</b> <b>MM</b> <input type="checkbox"/> None 11 <input type="checkbox"/> Ordinary Combustibles 12 <input type="checkbox"/> Flammable gas 14 <input type="checkbox"/> Ignitable liquid 15 <input type="checkbox"/> Ignitable solid 16 <input type="checkbox"/> Pyrotechnic material 17 <input type="checkbox"/> Explosive material 00 <input type="checkbox"/> Other material UU <input type="checkbox"/> Unknown
<b>G Entry Method</b> 14 <input type="checkbox"/> Window forced or broken Entry Method	<b>H Break of Fire Involvement on Arrival</b> Report of fire involvement
<b>I Other Investigative Information</b> Check all that apply 1 <input type="checkbox"/> Code violations 2 <input type="checkbox"/> Structure for sale 3 <input type="checkbox"/> Structure recent 4 <input type="checkbox"/> Other crimes involved 5 <input type="checkbox"/> Illicit drug activity 6 <input type="checkbox"/> Change in insurance 7 <input type="checkbox"/> Financial problem 8 <input type="checkbox"/> Criminal/civil actions pending	<b>J Property Ownership</b> 1 <input type="checkbox"/> Private 2 <input type="checkbox"/> City, town, village, local 3 <input type="checkbox"/> County or parish 4 <input type="checkbox"/> State or province 5 <input type="checkbox"/> Federal 6 <input type="checkbox"/> Foreign 7 <input type="checkbox"/> Military 8 <input type="checkbox"/> Other
<b>K Initial Observations</b> Check all that apply 1 <input type="checkbox"/> Windows ajar 2 <input type="checkbox"/> Doors ajar 3 <input type="checkbox"/> Doors locked 4 <input type="checkbox"/> Doors unlocked 5 <input type="checkbox"/> Fire department forced entry 6 <input type="checkbox"/> Forced entry prior to fire arrival 7 <input type="checkbox"/> Security system activated 8 <input type="checkbox"/> Security present, (didn't activate)	
<b>L Laboratory Used</b> Check all that apply 1 <input type="checkbox"/> Local 2 <input type="checkbox"/> State 3 <input type="checkbox"/> MMF 4 <input type="checkbox"/> FBI 5 <input type="checkbox"/> Other 6 <input type="checkbox"/> Private 7 <input type="checkbox"/> Federal 8 <input type="checkbox"/> None HYLES-11 Revision 11/17/10	

45037	MM	7	11	2002	2	02-0002482	0	Arson Narrative
File #	Date	Incident Date	Station	Incident Number	Page			

**Arson Narrative:**

At approximately 0945 hours on July 11, 2002, the San Juan County Communications Center received a 911 call reporting a structure fire at [REDACTED]. At approximately 0949 hours, Engine Companies 2 and 5, Ladder 1, Rescue 2 and Battalion 1 were dispatched. Engine 2, under the command of Acting Captain Terry Page arrived on scene at approximately 0949 and reported a passenger van on fire under a carport next to a mobile home.

According to Acting Captain Terry Page, Engine Company 2 pulled an 1 3/4 inch attack line and extinguished the fire. Other units arrived on scene and assisted by checking for extension of the fire into the mobile home. No extension was found inside or underneath the structure. Medics arrived on scene and checked the occupant of the home for possible smoke inhalation. Engine Company 2 set up a PPV and horizontally ventilated smoke from the residence. According to Acting Captain Page, the fire appeared to have started under the hood and was spreading into the engine compartment when he arrived on scene. Engine Company 2 had to break the passenger window to gain access into the cab of the vehicle.

I arrived on scene at approximately 1000 hours. The fire had been extinguished upon my arrival. I was briefed by Acting Captain Terry Page who informed me that there had been no extension of the fire into the mobile home. The vinyl siding on the mobile home had started to distort from the heat and the paint on the carport had been burned off and was covered in soot. The skirting had started to melt next to the van.

Information gained from an interview with the owner of the van, [REDACTED], who resides at [REDACTED] indicated that the van had not been driven for a period of 5 days since 7/06/2002. The van is a 1995 Ford Econoline 150, factory conversion van, Luxury Designer Series, N.M. license # [REDACTED] VIN 1F0SK14H78M [REDACTED] indicated that the aggressive guard dogs located in a large pen adjoining the carport had been barking but not in the manner that they normally do when someone approaches the property. There are security cameras that monitor the area where the van was located but there is no video tape used with this system. There are T.V. monitors in the mobile home that continuously display a view of the area. When the dogs move around in the pen it causes a beeping sound inside the mobile home and this occurred when the dogs started to move around but at no time did [REDACTED] observe anyone on the monitors. Shortly after the dogs started to bark and move around, [REDACTED] was on the phone with her sister in Antec and smelled smoke. [REDACTED] looked outside and saw the van on fire and told her sister on the phone. [REDACTED] sister having heard the word fire and losing contact with [REDACTED] called 911 and reported [REDACTED] house on fire.

I began my investigation with an examination of the area around the van. There was debris from the van on the ground around the van from the fire. The windshield had broken out from the fire. The passenger front window was broken out and glass lay on the ground by the passenger side of the van. The passenger front side window had been broken out by fire suppression crews to gain access to the van. The carport was covered with heavy soot. The vinyl siding had started to melt on the mobile home next to the van. The remainder of the hood had been pulled off by suppression crews and the debris from the pieces of hood and insulation underneath the hood were on the ground in front of the van. There were pieces of rubber hoses and belts that had been burned off by the fire underneath the van. There were splatters of aluminum that had melted due to the intense heat of the fire under the hood. The fire patterns on the sides of the van were comparable on each side of the van starting at the lower front corners of the body and proceeding in an upward pattern toward the top of the van. I checked under the van and all around it and saw no visible evidence of an incendiary device or container of any type.

I next examined the inside of the cab of the van. The fire had gotten into the cab of the van when the windshield failed in the fire. The dash had started to melt and the overhead console was melted with electrical wires hanging down. The interior of the van was covered with soot and the front portion sustained heavy heat damage.

48037	MM	DD	YYYY	2	02-0002402	0	Action Narrative
File #	State #	Incident Date	Station	Incident Number	Sequence		

I next examined the engine compartment. All the plastic and rubber components under the hood with the exception of the lower radiator hose had either been burned away or melted. The tips of the fan blades on the passenger side had melted off. The fire had broken through the firewall on the passenger side of the engine compartment. All the insulation on the wiring under the hood had melted off. The insulation on the wiring harness had been burned off from the battery to up under the dash. There had been a battery booster module next to the battery and it was completely burned away with the wire connections hanging. Mr. Neill indicated that the switch for activating this booster had been off and the van was not plugged into any house current at the time of the fire. There were two small electrical motors on the ground that appeared to be possibly windshield washer and or electric mirror motors.

It is the opinion of this investigator that this fire was accidental in nature. The ground underneath and around the van did not show signs of fuel or oil leaks. I cannot rule out an electrical malfunction as the cause of this fire. However, without lab tests of electrical components an electrical cause cannot be determined. The exact cause of this fire is undetermined.

Phone (505) 864-9033  
Fax (505) 864-9033

**INVESTIGATIVE REPORT**

**PRIVILEGED AND CONFIDENTIAL**

**DATE:** July 17, 2002

**CASE NUMBER:** 020799

**CLAIM NUMBER:** [REDACTED]

**SUBJECT:** 1995 Ford Econoline F-150 Van  
VIN #1FDEE14H78H [REDACTED]  
Date of Manufacture 4 / 95

**ATTENTION OF:** Mr. Warren Rogers  
Farmers Insurance Group  
P.O. Box 1558  
Farmington, New Mexico 87499

**OCCUPANTS:** [REDACTED]

**TYPE OF INCIDENT:** Fire Loss

**DAY, DATE & TIME:** Thursday, July 11, 2002, at approximately 9:00 a.m.

**INCIDENT LOCATION:** [REDACTED] Farmington, NM

**PAGE 1 OF 3**

**INVESTIGATOR:** Don Naylor

**ASSIGNMENT:** Received assignment on Friday, July 12, 2002, from Warren Rogers to investigate the cause and origin of this fire.

**ENCLOSURES:** Farmington Fire Department Incident and Investigative Report  
Photo Array

**WITNESS LIST:**

**Vehicle Owner.** Telephone [REDACTED]  
[REDACTED] was present at the time of the burned vehicle examination. He advised that the vehicle had approximately 75,000 to 85,000 miles on the odometer. He advised that they had experienced no problems with the vehicle and that it was purchased new. [REDACTED] advised that the van had been parked for five days, prior to the fire's occurrence. No one had started or driven the vehicle in that period of time.

**Herb Venzey: City Fire Department Support Services Chief.** Telephone (505) 599-1437.  
Mr. Venzey conducted a fire cause and origin investigation of this fire loss. His and the Farmington Fire Department incident report is enclosed.

**FIRE DAMAGED VEHICLE EXAMINATION:**

On Monday, July 15, 2002, the fire damaged vehicle was examined at the owner's residence at 4018 E. Main Street, Farmington, New Mexico. An exterior examination of the 1995 Ford Econoline F-150 Van indicated fire damage at the engine compartment location, refer to photos #1, 2 and 3. An examination of the passenger compartment indicated that fire progressed from the engine compartment causing upper level fire damage within the passenger compartment, refer to photos #4 and 5. Examination of the engine compartment indicated the most intense burning occurred on the driver's side engine compartment area, refer to photos #6 and 7. It was noted that fire damage was less as the fire progressed from the driver's side towards the passenger side within the engine compartment, refer to photos #7 and 8. Indications were that the most intense burning and heat patterns were located at the location of the battery and battery power system control module, refer to photos #9 and 10. Indications were that the power system control module was consumed by the fire. There was no evidence of any remains unless they were in the melted plastic, located directly below, refer to photo #10. A power cable, indicating to be a component of the power system control module, indicated that it had been subjected to an intense heating condition, refer to photo #11. The cable was placed in a plastic evidence bag and secured to the wiring harness, so that it would not be misplaced, refer to photos #11 and 12. During the examination, there was no indication of a fuel caused fire. Indications are that the fire originated

CASE NUMBER 020799

JULY 17, 2002

after the vehicle had been parked for five days. The vehicle manufacturer's label number, located on the driver's side door, was photographed. The vehicle "VIN" number is 1FDDE14H7SH[REDACTED], date of manufacture 4 / 95, refer to photo #13. The van had been parked in a carport, located along side of a double wide mobile home. Examination of the carport and mobile home indicated minor fire damage to the carport, refer to photos #14 and 15. Photographs taken during the fire damaged vehicle examination appear in the photo array section of this report.

**CONCLUSION:**

Based on the burned vehicle examination and information provided, it is concluded that this fire originated in the driver's side engine compartment of the 1995 Ford Van. Information is that the vehicle had not been started or driven in five days. Examination of the area of fire origin indicated no obvious failure or malfunction, although the battery power system control module indicated to be totally consumed, as a result of the fire. It is concluded that the fire was electrically caused and most likely involved the power system control module. A non-destructive examination was conducted to allow representatives of Ford Motor Company and or Van Conversion Company an opportunity to examine the vehicle prior to any destructive examination. It is recommended, that should a destructive examination be necessary that DNI investigators and or Farmers Insurance Company representatives be present during such examination. There was no indication of an intentional fire cause or any other area of fire origin.

Respectfully,

  
Don Naylor  
Investigator

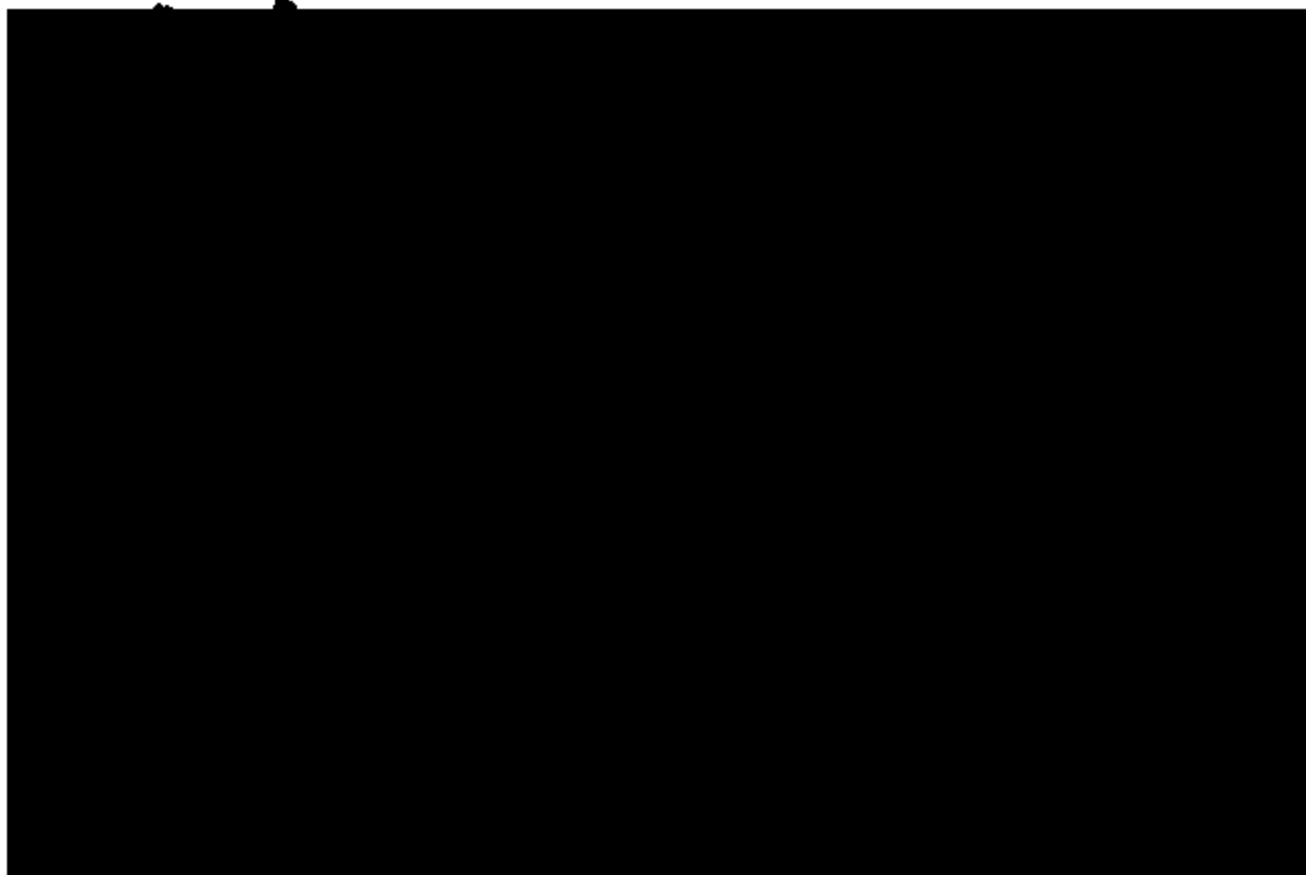
SAMPLES AND OR EVIDENCE, IN DON NAYLOR'S POSSESSION, WILL BE RETAINED

FOR ONE YEAR FROM DATE OF THIS INVESTIGATION.

RELEASE OF THIS REPORT, OR OF ANY INFORMATION CONTAINED THEREIN,

TO ANY PERSON OR ORGANIZATION, OTHER THAN THE ADDRESSEE, IS THE SOLE

RESPONSIBILITY OF THE PERSON MAKING THE DISCLOSURE.



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REPORT ATTACHED

PAGE COUNT: 3

CLIENT : 5367  
DIVISION : FLORIDA  
ADJUSTER : CLKXP1  
CLAIM : [REDACTED]

TRANSACTION # : 137057141  
DATE : 05/26/2005

DATE OF LOSS : 05/11/2005 TIME OF LOSS :: AM  
STREET : 28 W 17TH ST  
CITY : APOPKA  
COUNTY : ORANGE  
STATE : FL

INVESTIGATING AGENCY : ORANGE CO PD  
REPORT NUMBER : 05034909  
REPORT TYPE : Fire Car  
PARTY 1 : AUDREY NEWSOME  
PARTY 2 :  
PARTY 3 :

CAR : MAKE : YEAR :  
TAG :

DRIVER LICENSE :  
ADDITIONAL INFO :

NOTE :

<b>NFIRS</b>	RID <b>07252</b>	State <b>FL</b>	Incident Date <b>05/11/2005</b>	Station <b>28</b>	Incident Number <b>05034909</b>	Exposure Number <b>0</b>
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**Basic**

Location Type <b>1</b>	Wildland Loc? <b></b>	Census Tract <b>176</b>
---------------------------	--------------------------	----------------------------

Incident Address <b></b>	City <b>ORNG</b>	State <b>FL</b>	Zip Code <b></b>
-----------------------------	---------------------	--------------------	---------------------

Wildland Loc? <b></b>	Cross St or Dr <b></b>
--------------------------	---------------------------

Incident Type <b>131</b>	PCO Rec Aid <b></b>	State Rec Aid <b></b>	Alarm DT/In <b>05/11/2005 17:24:24</b>	Arrival DT/In <b>05/11/2005 17:30:13</b>	Alarms <b></b>	District <b>28</b>
Mutual Aid <b>28</b>	Inc No Rec Aid <b></b>	Controlled DT/In <b></b>	Cleared DT/In <b>05/11/2005 17:38:54</b>	Special Study ID <b></b>	Study Value <b></b>	

Resource Forth <b>Yes</b>	Non Crit Inc Aid? <b></b>	First In Unit <b>Engine 28</b>	Property Loss <b></b>
------------------------------	------------------------------	-----------------------------------	--------------------------

Actions Taken <b>Investigate</b>	Suppression App <b>1</b>	Suppression Post <b>3</b>	Contents Loss <b></b>
-------------------------------------	-----------------------------	------------------------------	--------------------------

Actions Taken <b></b>	EMS Apparatus <b></b>	EMS Personnel <b></b>	Property Value <b></b>
--------------------------	--------------------------	--------------------------	---------------------------

Actions Taken <b></b>	Other Apparatus <b></b>	Other Personnel <b></b>	Contents Value <b></b>
--------------------------	----------------------------	----------------------------	---------------------------

Fire Serv Deaths <b></b>	Fire Serv Inj <b></b>	Out Alarm Occ <b></b>	Mixed Use <b></b>
-----------------------------	--------------------------	--------------------------	----------------------

Children Deaths <b></b>	Children Inj <b></b>	Household Relational <b></b>	Property Use <b>1 or 2 family dwelling</b>
----------------------------	-------------------------	---------------------------------	---

No. Involvements <b>1</b>	Alarm Problem <b></b>	No. of Persons <b></b>	No. Treated <b></b>	Supplies <b></b>
------------------------------	--------------------------	---------------------------	------------------------	---------------------

**Occupant/Owner**

Business Name <b></b>	Home No. <b></b>
--------------------------	---------------------

Name Prefix <b></b>	Name Suffix <b></b>
------------------------	------------------------

Address <b></b>	Post Office Box <b></b>
--------------------	----------------------------

City <b>ORNG</b>	State <b>FL</b>	Zip Code <b></b>
---------------------	--------------------	---------------------

Race <b></b>	Sex <b></b>	Date of Birth <b></b>	Soc Sec No <b></b>	DOB <b></b>	QUS <b></b>	QAS <b></b>
-----------------	----------------	--------------------------	-----------------------	----------------	----------------	----------------

**Remarks**


Remarks <b></b>
--------------------

**General Fire**

No. Pass Units <b>1</b>	Not Roadside? <b>No</b>	On-Site Material <b></b>	Storage Use <b></b>
----------------------------	----------------------------	-----------------------------	------------------------

No. Skip Unit <b></b>	No. Skip Level? <b></b>	On-Site Material <b></b>	Storage Use <b></b>
--------------------------	----------------------------	-----------------------------	------------------------

Acres Burned <b></b>	Less Than One? <b></b>	On-Site Material <b></b>	Storage Use <b></b>
-------------------------	---------------------------	-----------------------------	------------------------

**Certified Copy**  
 **BUCHHEIM**

<b>NFIRS</b>	FID 07252	State FL	Incident Date 05/11/2005	Station 28	Incident Number 05034909	Exposure Number 0
--------------	--------------	-------------	-----------------------------	---------------	-----------------------------	----------------------

Area of Origin <b>Engine area, r</b>	Form of Material <b>Electrical wir</b>	Combined Fire	Ignition Cause <b>Unintentional</b>
---	---	---------------	--

Heat Source <b>Undetermined</b>	Type of Material	Ignition Factors <b>Undetermined</b>	Ignition Factors
------------------------------------	------------------	---	------------------

Human Factors <b>None</b>	Age	Sex
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Equip Involved <b>Make</b>	Year	Power Source	Suppression Factors
-------------------------------	------	--------------	---------------------

Model	Portability	Suppression Factors
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Serial No	Suppression Factors
-----------	---------------------

Mobile Prop Inv <b>Involved in ignition and burn</b>	Mobile Property <b>Passenger road vehicle, other</b>
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Make <b>Ford</b>	Model <b>EXPEDITION</b>	Year <b>2003</b>
---------------------	----------------------------	---------------------

License Plate No <b>060DPL</b>	License State <b>FL</b>	VIN <b>1FMPU18L9WLA</b>
-----------------------------------	----------------------------	----------------------------

### Apparatus or Resource E28

Call No <b>051310215</b>	Shift <b>C</b>	Call Type <b>CARY</b>
-----------------------------	-------------------	--------------------------

Unit <b>Engine 28</b>	Type of Resource <b>Engine</b>
--------------------------	-----------------------------------

Dispatch D/Tm <b>05/11/2005 17:24:24</b>	Out D/Tm <b>05/11/2005 17:25:12</b>	Arrival D/Tm <b>05/11/2005 17:30:13</b>
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To Resp D/Tm	Arr Resp D/Tm	Canceled D/Tm
--------------	---------------	---------------

Cleared D/Tm <b>05/11/2005 17:37:29</b>	
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Response Time <b>05:49</b>	Staff Hours <b>0.6</b>	Wave Indicator	Staff <b>3</b>	Resource Use <b>Suppression</b>
-------------------------------	---------------------------	----------------	-------------------	------------------------------------

Actions Taken <b>Emergency medical services, other</b>	Actions Taken
---	---------------

Actions Taken	Actions Taken
---------------	---------------

### Personnel

Officer <b>OC0571/WEBER, KENT D</b>	Rank or Grade <b>Lt</b>	Para Act Taken <b>30</b>	<b>Emergency medical services, other</b>
--	----------------------------	-----------------------------	--

Officer <b>OC0543/SALMON, BYRON S</b>	Rank or Grade <b>ENGINEER</b>	Para Act Taken <b>30</b>	<b>Emergency medical services, other</b>
--	----------------------------------	-----------------------------	--

Officer <b>OC1284/HENRY, CHRIS</b>	Rank or Grade <b>FF</b>	Para Act Taken <b>30</b>	<b>Emergency medical services, other</b>
---------------------------------------	----------------------------	-----------------------------	--

### Narrative

Resp Unit <b>R28</b>
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Responded to car fire, upon arrival fire was out. Occupant stated car was parked next to house and just started burning. They extinguished with a garden hose. Further investigation showed the fire had started somewhere on the driver side quarter panel in the electrical wiring area. Fire was contained to this area. Occupants were going to contact their insurance company.

Printed By <b>OCA044/WEBER, DEIDRE</b>	Printed At <b>05/18/2005 09:01:03</b>	Page 2 of 2
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**Direct**

Claim No [REDACTED] 1 (0) FileName:83495310.JPG



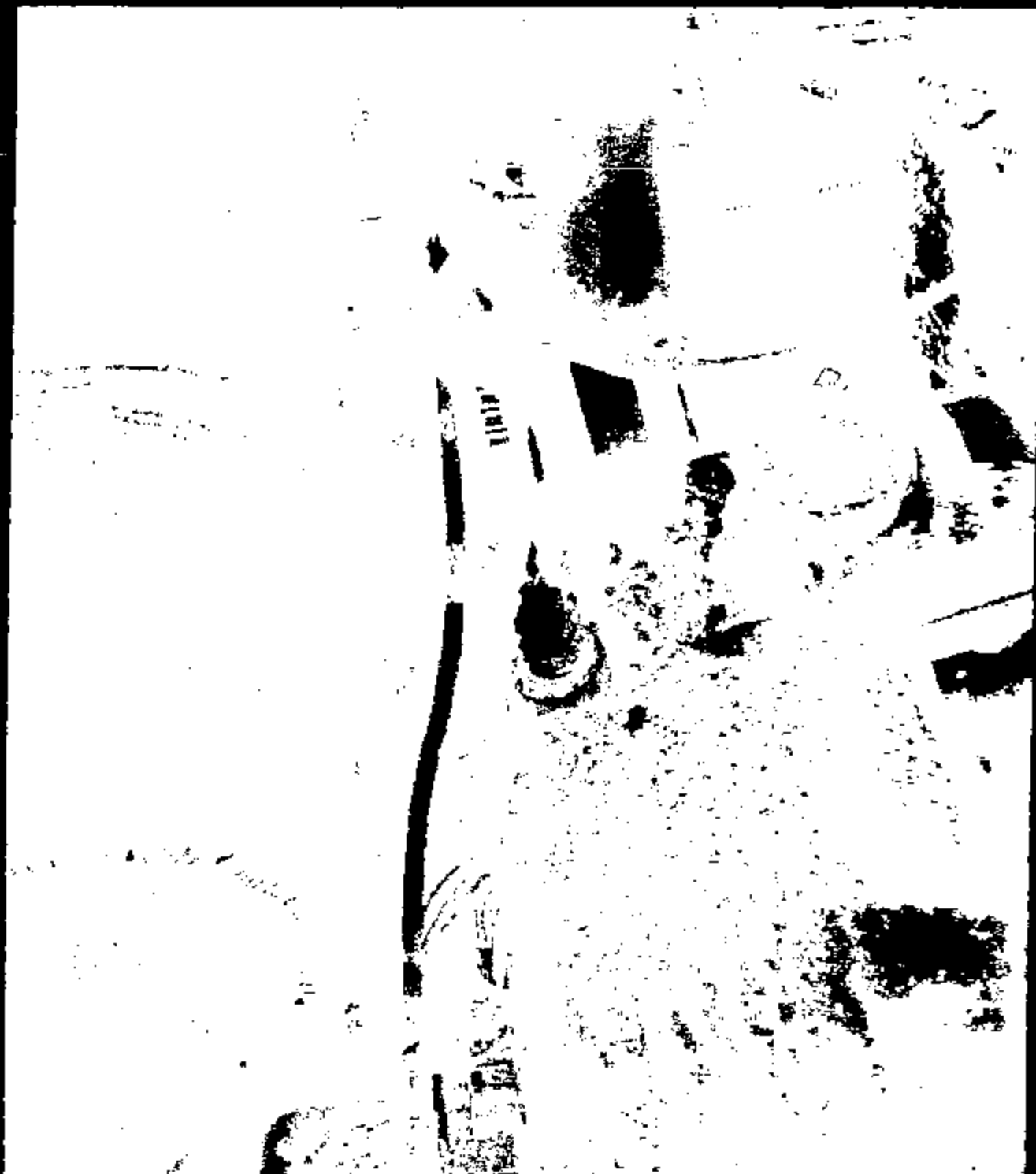
EQ05-005-LC-0400

5/18/2005

get Photos



ER05-005-LC-0407



ERG-005-LC-8488

5/18/2005

get Photos



ER05-005-LC-8489

5/18/2005

## ISSUE LIST

Last Handling Date/ Issue Status	Name/ Reason Desc	Vin/ Case No.	Model Year and Vehicle Line	Issue Type
5/27/2005 CLOSED	[REDACTED] RECALL/ONP - VEHICLE INVOLVEMENT	1FMPU18L9WL[REDACTED] 588341475	1998 EXPEDITION	02
5/27/2005 CLOSED	[REDACTED] LEGAL - INSURANCE COMPANY SETTLEMENT	1FMPU18L9WL[REDACTED] 588341475	1998 EXPEDITION	02

## All Action Details for Issue

Print

VIN: 1FMDU12L0WM	Year: 1998	Model: EXPEDITION	Case: 588341475
Name: [REDACTED]	Owner Status: Subsequent	WSD: 1998-06-02	
Symptom Desc: FIRE/SMOKE SMOKE UNDERHOOD		Primary Phone: [REDACTED]	
Reason Desc: RECALL/ONP - VEHICLE INVOLVEMENT		Secondary Phone: [REDACTED]	
Issue Type: 02 INFORMATION	Issue Status: CLOSED		

Action: ADVISE CUSTOMER OF RECALL/ONP; DOCUMENT CAMPAIGN NUMBER

Dealer: 09073 MULLINAX FORD

Origin Desc: US INQUIRY CASE BASE

Odometer: 118000 MI

Comm Type: PHONE

Analyst Name: ABBOTT LA TANYA

Analyst: LABBOTT4

Action Date: 05/27/2005

Action Time: 16:39:42.171

Action Data: Yes

Comments CUSTOMER SAID: -FIRE HAPPENED AT THE CUST HOME ON MAY 13, 2005 -THE VEH WAS PARKED -FIRE REPORT #05034909, FILED IN ORANGE COUNTY -FIRE CHIEF MARSHALL SAID THAT IT WAS DUE TO A FAULTY IGNITION WHICH IS A RECALL-THE VEH IS TOTALLED BY THE INSURANCE -NO INJURIES -INSURANCE COMPANY SUGGESTED I CALLED FORD -CUST IS SEEKING TO FILE A REPORT-DEALER SAID: NONECRC ADVISED: PLEASE CONTACT YOUR FIRM DEALERSHIP TO SCHEDULE AN APPOINTMENT TO COMPLETE THE FSA/CSP. ADVISE THE CUSTOMER OF THE INFORMATION FOUND IN THE CUSTOMER LETTER ( OR THE SEARCH ENGINE Q&A). DOCUMENT ANY ADDITIONAL INFORMATION YOU PROVIDE TO THE CUSTOMER.

Data Element Name

Data Value

RECALL/ONP CAMPAIGN NUMBER

00905

## All Action Details for Issue

[Print](#)

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VIN: 1FMPU1BLWL	Year: 1998	Model: EXPEDITION	Case: 698341475
Name: [REDACTED]	Owner Status: Subsequent	WSD: 1998-06-02	
Symptom Desc: FIRE/SMOKE VISIBLE FLAME UNDERHOOD		Primary Phone: [REDACTED]	
Reason Desc: LEGAL - INSURANCE COMPANY SETTLEMENT		Secondary Phone: [REDACTED]	
Issue Type: 02 INFORMATION	Issue Status: CLOSED		

---

Action: ADVISE CUSTOMER TO CONTACT THEIR INSURANCE COMPANY FOR ASSISTANCE

Dealer:

Origin Desc: US CONCERN CASE BASE

Odometer: 118000 MI

Comm Type: PHONE

Analyst Name: ABBOTT LA TANYA

Analyst: LABBOTT4

Action Date: 05/27/2005

Action Time: 18.37.13.419

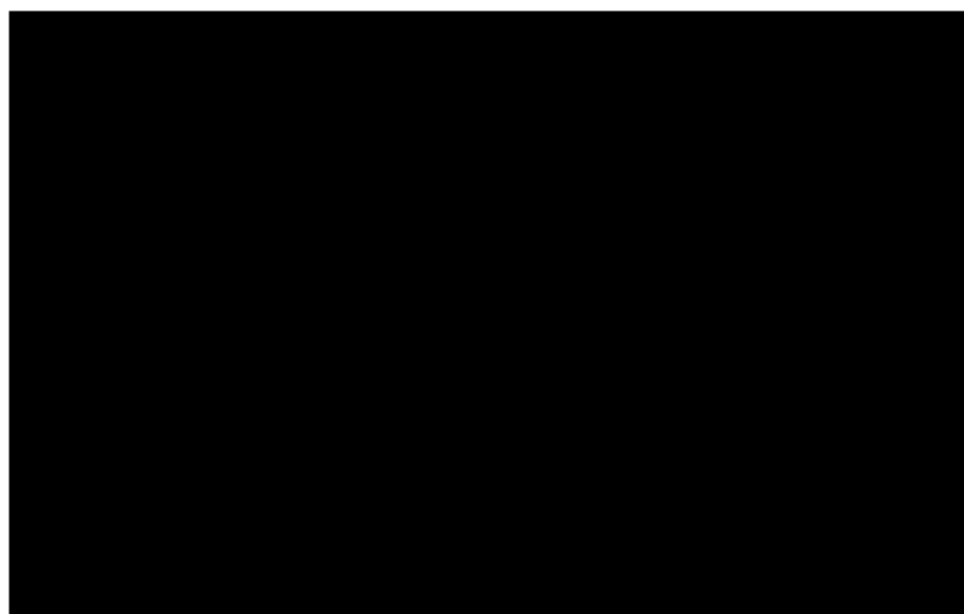
Action Data: No

Comments CUSTOMER SAID: -FIRE HAPPENED AT THE CUST HOME ON MAY 13, 2005 -THE VEH WAS PARKED -FIRE REPORT #05034809, FILED IN ORANGE COUNTY -FIRE CHIEF MARSHALL SAID THAT IT WAS DUE TO A FAULTY IGNITION WHICH IS A RECALL-THE VEH IS TOTALLED BY THE INSURANCE -NO INJURIES -INSURANCE COMPANY SUGGESTED I CALLED FORD -CUST IS SEEKING TO FILE A REPORT-DEALER SAID: NONEORC ADVISED: YOUR INSURANCE COMPANY HAS THE RIGHT TO PURSUE CLAIMS FOR REIMBURSEMENT AGAINST FORD. HOWEVER, FORD WILL BE UNABLE TO INVESTIGATE YOUR CLAIM AS REPAIRS TO YOUR VEHICLE HAVE BEEN PERFORMED AND YOU ARE CURRENTLY IN THE PROCESS OF PURSUING A CLAIM WITH YOUR INSURANCE COMPANY.

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EADS-005-LC-8412

6/14/2005



## IN THE DISTRICT COURT OF GREER COUNTY

## STATE OF OKLAHOMA



Plaintiff,

-vs-

FORD MOTOR COMPANY,

Defendant.

Case No. CJ-99-24

PETITION

1. Plaintiff is an insurance company licensed to business in the State of Oklahoma; defendant Ford Motor Company is a foreign corporation that may be served through its registered service agent, The Corporation Company, Inc. in Oklahoma City, Oklahoma; this cause of action arose in Greer County, Oklahoma; and, therefore, this court has subject matter jurisdiction and jurisdiction over the parties.

2. On June 7, 1998, on a public roadway called Byers at or near Taft in Mangum, Oklahoma, a 1995 Ford F350 Pickup owned by [REDACTED] stalled, caught fire and burned as a result of defects in the design and/or manufacture of said vehicle by defendant. As a result, said vehicle was damaged and destroyed.

3. Because it designed, manufactured, marketed and sold the 1995 Ford F350 Pickup, defendant knew or should have known of the defective and unreasonably dangerous condition(s) in said vehicle. However, defendant gave no warnings to [REDACTED] about the fire dangers associated with the defects in said vehicle.

4. At the time of the incident, the said vehicle was being used by in a manner and

for a purposed reasonably anticiapted and foreseeable by the defendant. Therefore, defendant has breached warranties of merchantability and fitness for a particular use.

5. Prior to June 7, 1998, plaintiff had issue a policy of insurance to [REDACTED] covering the said 1995 Ford F350 pickup and, as a result of its policy, was required to pay its insured, [REDACTED], the sum of \$24,286.33 for his said damages and losses

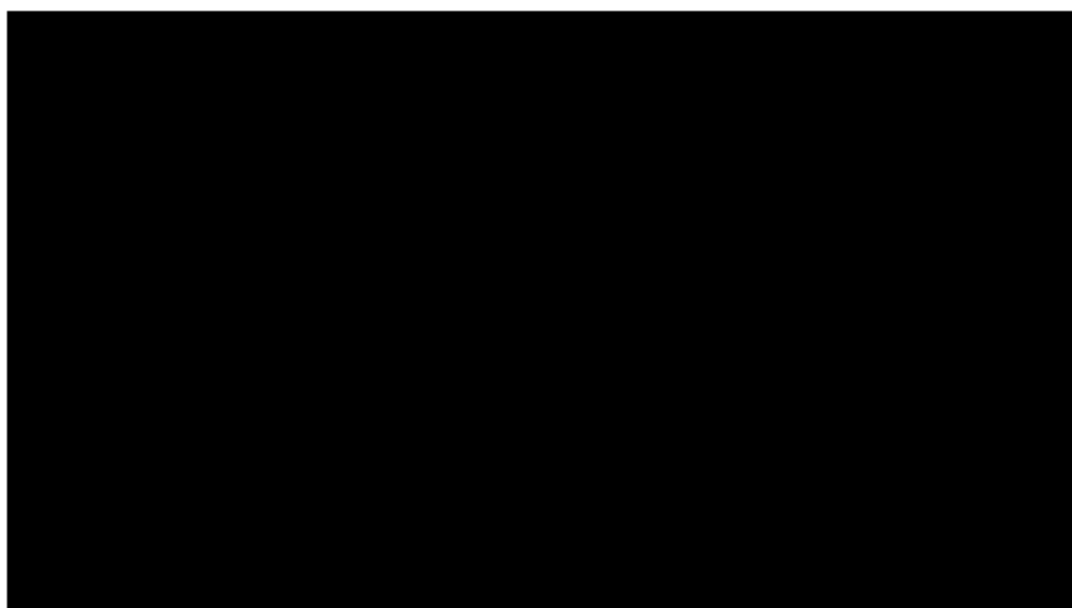
6. By virtue of its rights of subrogation, equitable and legal, plaintiff is entitled to judgment against the defendant.

Wherefore, plaintiff demands judgment against defendant for the sum of \$24,286.33, interest, and costs including reasonable attorney fees.

SPECK, EASTER & HAYDEN



D. NORMAN EASTER, II OBA # 10788  
3500 SOUTH BOULEVARD, SUITE 14-B  
EDMOND, OK 73013-5487  
(405) 330-8008  
ATTORNEY FOR PLAINTIFF



# PHOTOGRAPHS

EPI FILE 74221-02505

INSURED [REDACTED]

NUMBER 1



NUMBER 2



PAGE 1 OF 17

EG05-085-LC-8415

# PHOTOGRAPHS

ERI FILE 2075421

INSURED [REDACTED]



NUMBER 3



NUMBER 4

PAGE 2 OF 17

# PHOTOGRAPHS

BFI FILE 10505

INSURED [REDACTED]



NUMBER 5



NUMBER 1

PAGE 3 OF 17

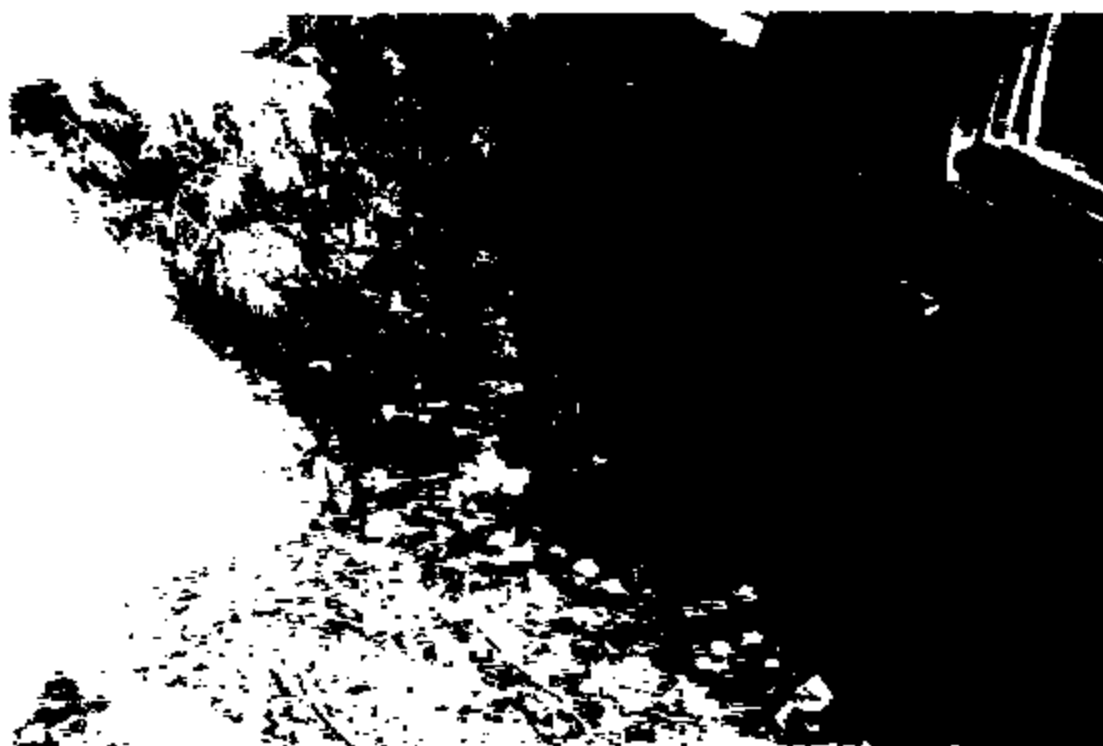
# PHOTOGRAPHS

EFT FILE 20405

INSURED 



NUMBER 7



NUMBER 5

PAGE 4 OF 17

EP05-005-LC-0410

# PHOTOGRAPHS

EFI FILE 605705

INSURED [REDACTED]



NUMBER 9



NUMBER 10

PAGE 5 OF 12

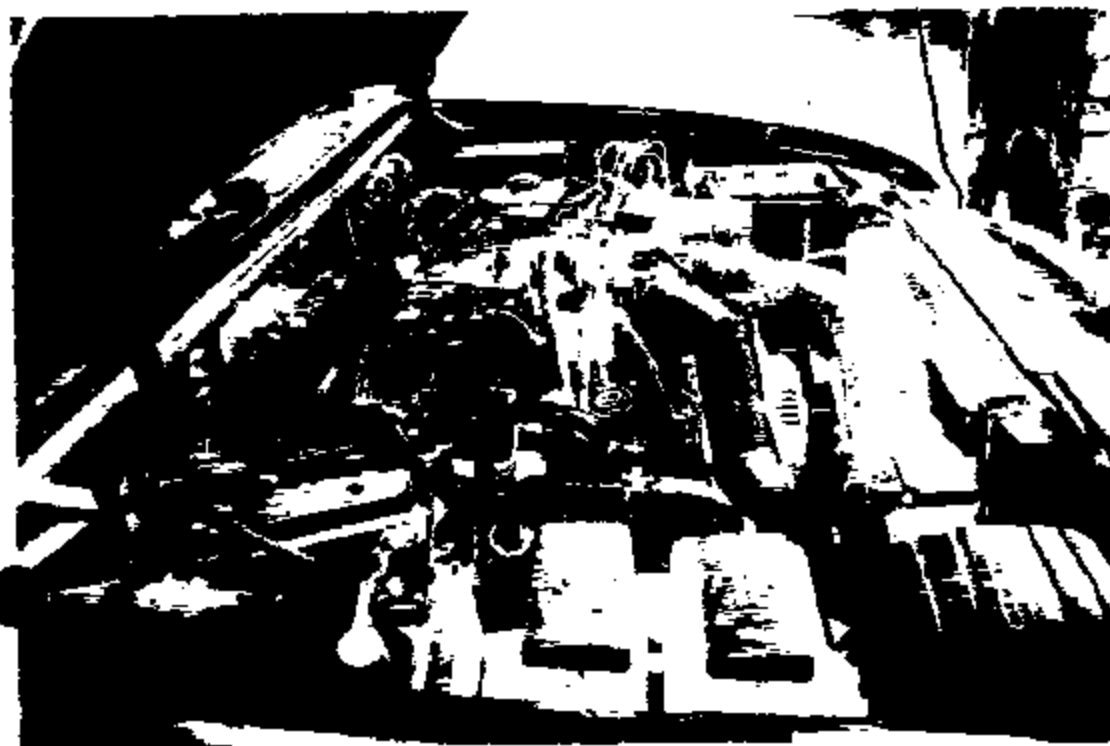
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ERI FILE 66585

INSURED [REDACTED]



NUMBER 11



NUMBER 12

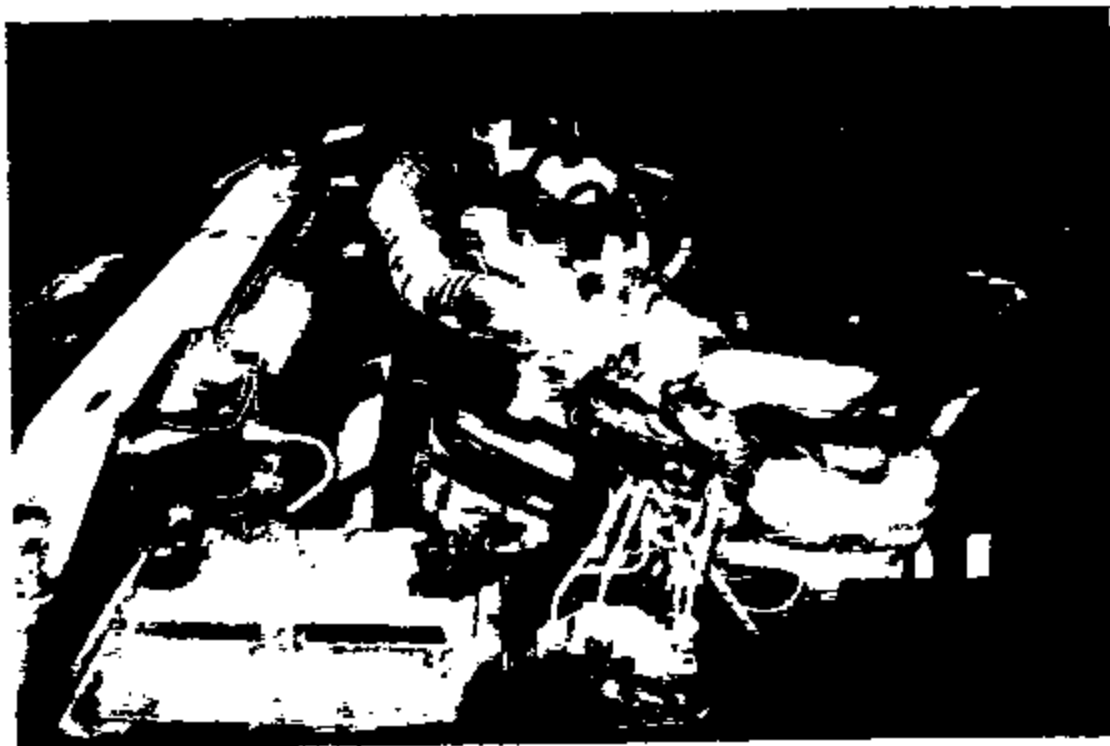
PAGE 6 OF 17

6005-005-LC-2428

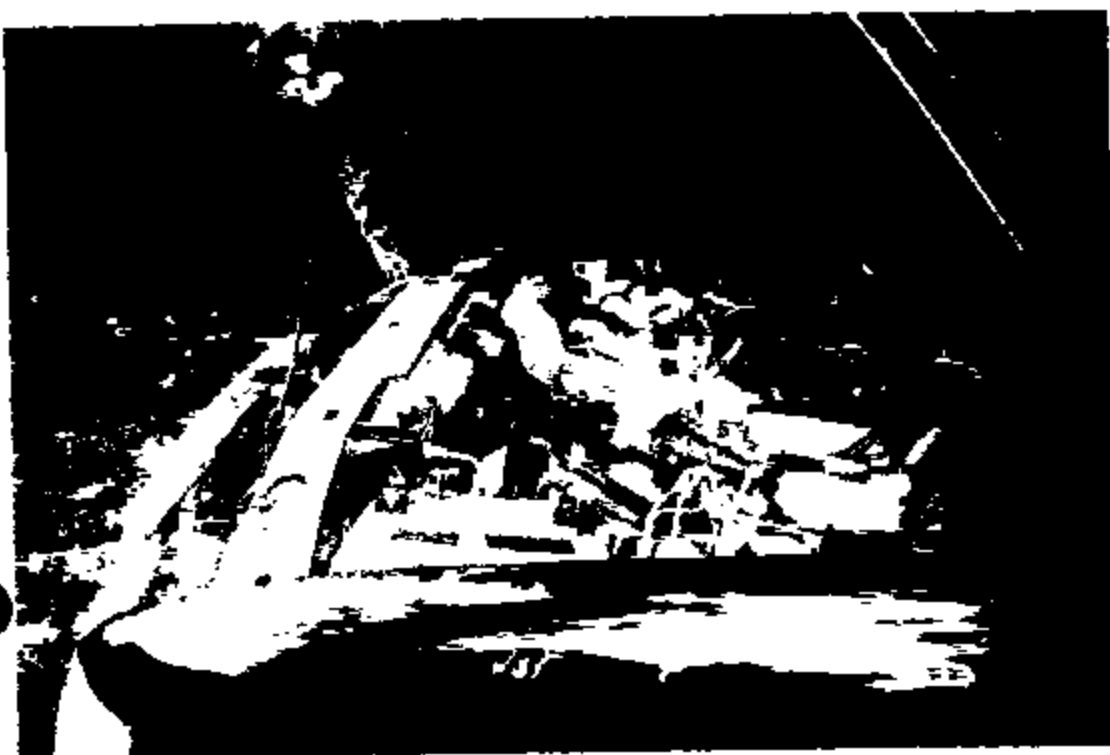
# PHOTOGRAPHS

EPI FILE 20505

INSURED [REDACTED]



NUMBER 13



NUMBER 14

PAGE 7 OF 11

# PHOTOGRAPHS

REF FILE 00505

INSURED 

NUMBER 15



NUMBER 16

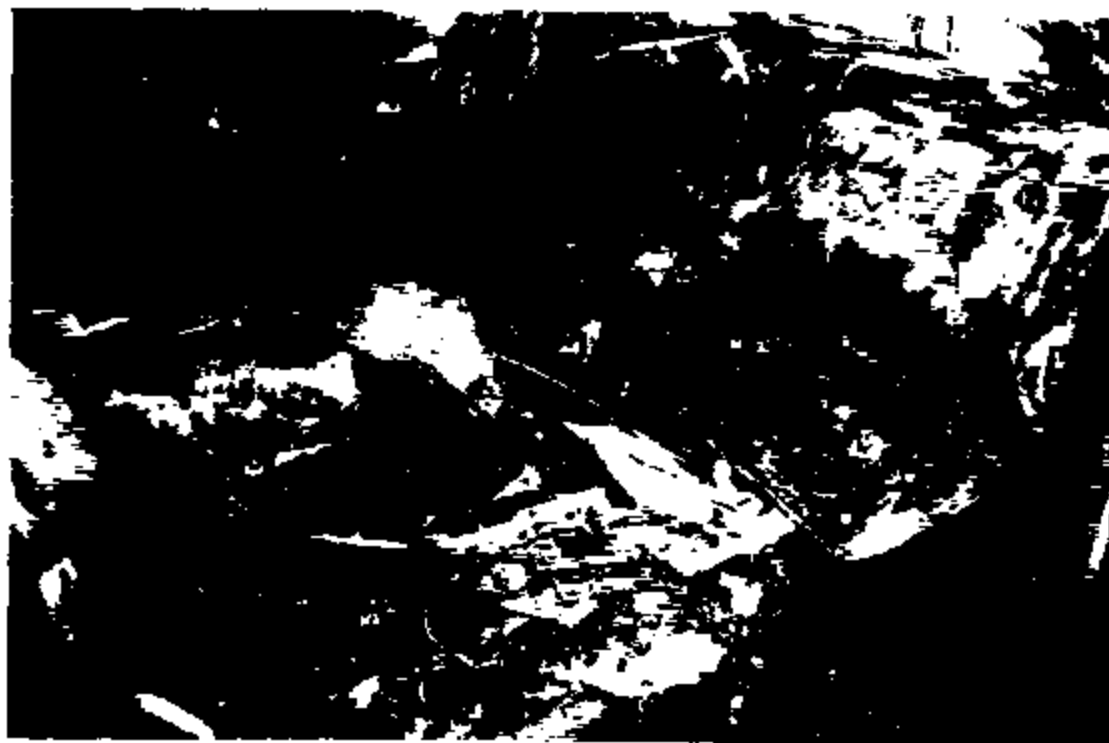


PAGE 8 OF 17

# PHOTOGRAPHS

EPI FILE 00565

INSURED 



NUMBER 17



NUMBER 18

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ERG-885-LC-8423

# PHOTOGRAPHS

EFT FILE 20505

INSURED



NUMBER 19



NUMBER 20




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EGG-885-LC-8424

# PHOTOGRAPHS

REF FILE 00305

INSURED 



NUMBER 21



NUMBER 22

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ERG-005-LC-8425

PHOTOGRAPHS

BFI FILE 20505

INSURED [REDACTED]

NUMBER 23



NUMBER       

PAGE 12 OF 17

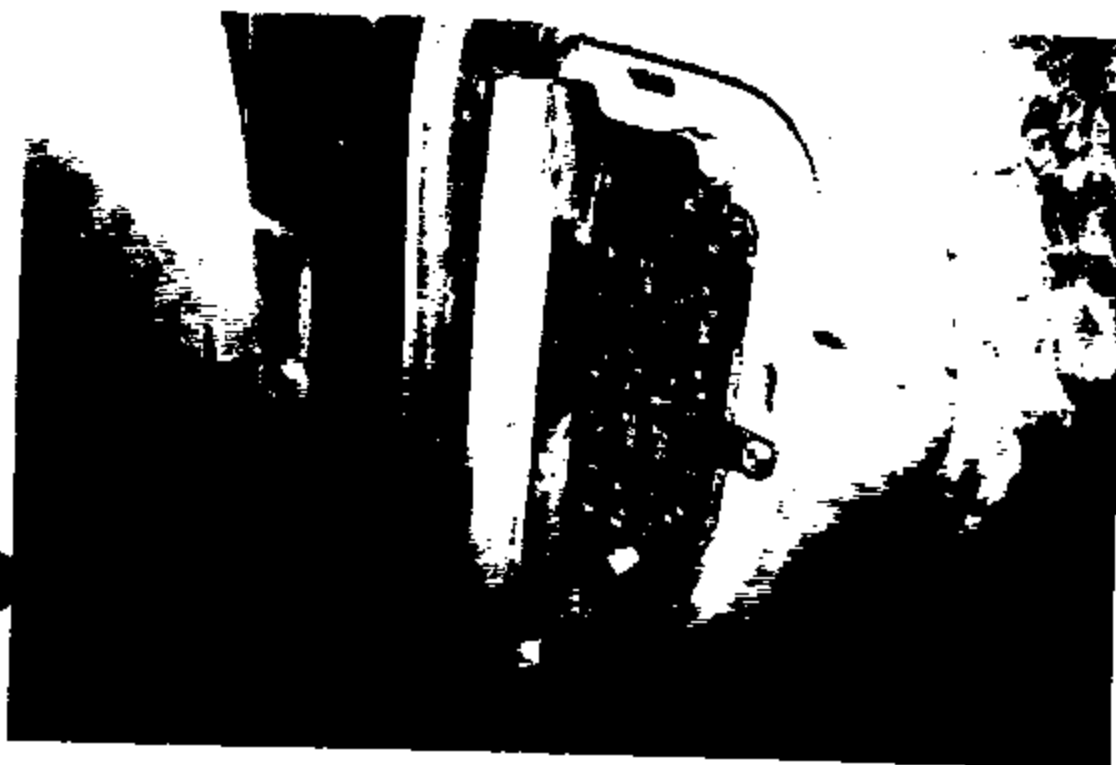
# PHOTOGRAPHS

BFI FILE 20825

INSURED [REDACTED]



NUMBER 24



NUMBER 25

PAGE 13 OF 17

EP05-085-LC-8427

# PHOTOGRAPHS

EFI FILE 00505

INSURED 



NUMBER 26



NUMBER 27

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EA05-885-LC-8428

# PHOTOGRAPHS

ERI FILE 20523

INSURED 

NUMBER 218



NUMBER 219



PAGE 15 OF 17

ERG-885-LC-8428

# PHOTOGRAPHS

RFI FILE 00505

INSURED [REDACTED]

NUMBER 30



NUMBER 2



PAGE 16 OF 17

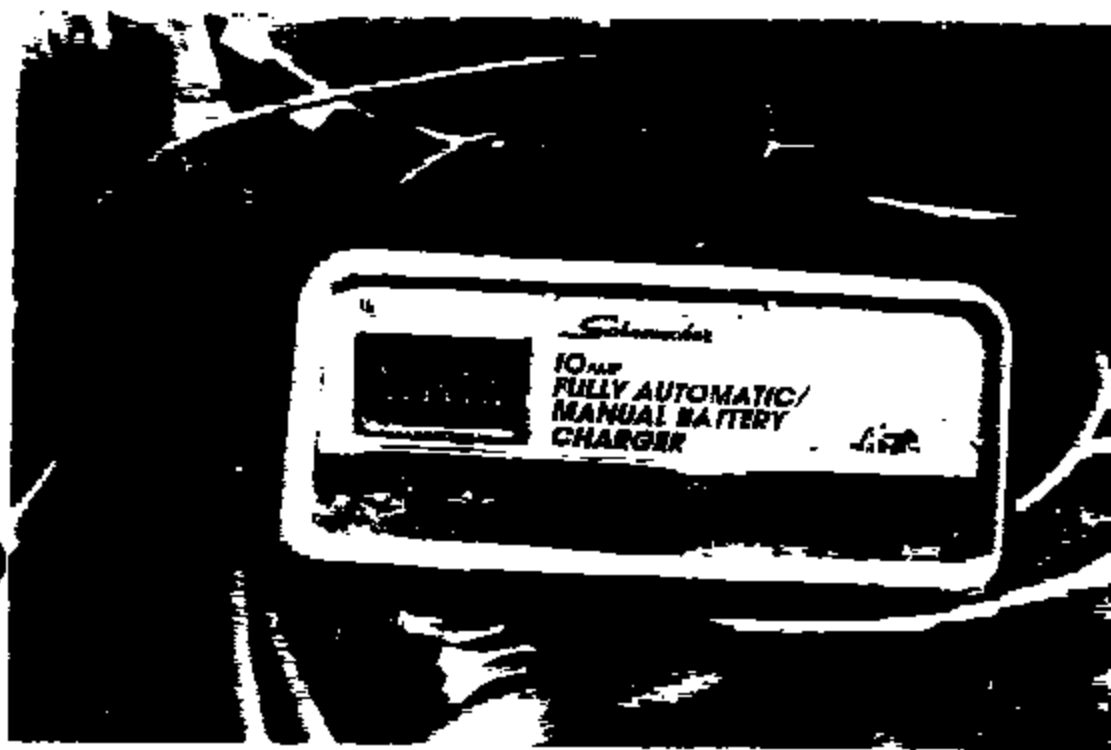
ERSS-005-LC-8438

# PHOTOGRAPHS

EPI FILE 20505

INSURED 

NUMBER 32



NUMBER \_\_\_\_\_

PAGE 12 OF 12

11/10/00

**ASSIGNMENT**

This assignment was received on November 1, 2000 and my vehicle examination commenced on November 2, 2000. My instructions were to conduct an origin and cause examination and contact local fire officials.

**ENCLOSURES**

1. Vehicle Examination Report
2. 32 photographs
3. Fire Department Incident Report
4. All negatives

**VEHICLE EXAMINATION**

My examination of this vehicle took place at the insured's friend's house at [REDACTED] South, Lakeville, Indiana. This vehicle is a 1999 Ford Ranger, blue in color, VIN 1FTZR15V1XP [REDACTED]. There was no license plate affixed to the vehicle.

As I viewed the exterior of the vehicle, it was readily apparent that a fire had occurred on the interior. The roof displayed the heaviest fire damage with the paint blistered and the metal discolored. A small center portion of the hood near the windshield displayed paint blistering where the fire spread through openings in the fire wall. All four tires were inflated and in serviceable condition, although they were of two different tread designs.

The engine appeared to be undamaged by the fire with the exception of smoke staining to the rear portion. The battery cables had been cut by firefighters during fire suppression efforts.

I then began an interior examination and noted that the upholstered seats and headliner were partially melted. The driver's window was intact and displayed signs of severe smoke staining. The passenger's window, windshield, and rear window were smoke stained and broken from the intense heat. The heaviest area of fire damage noted was to the center of the dash, where a main wiring harness was located. Inspection of the wiring showed no visual signs of arcing or heating. Due to the melted plastic from the dash, I was unable to inspect all of the electrical wiring in the dash at this time.

Through my vehicle examination, I could determine that this fire had its inception on the interior at the center of the dash area.

11/10/00

**INVESTIGATION**

According to the insured, [REDACTED] the vehicle is being leased from Jordon Ford, Mishawaka, In. He apparently received a recall notice for a faulty "Multi Function Switch" and was in the process of making arrangements for the repair. According to Mr. Norris, the recall number is 00B40, although I was unable to obtain any information regarding this recall. He further stated that the vehicle's battery would drain if it sat for a few days. To keep the battery charged, he was using a 10AMP "Schumacher" charger when the fire occurred. The charger was fed by an extension cord and energized by an outlet in the detached garage at his residence. I inspected the charger and extension cord and found them both undamaged by the fire.

As related by [REDACTED] he arrived home from work at 4:00pm the night before the fire and turned the charger on later in the evening. He was awakened by the horn blowing and noticed smoke coming from the truck. Apparently, a neighbor also heard the horn, noticed the smoke, and called 911. According to [REDACTED] the vehicle was not locked at the time of the fire.

According to North Liberty Volunteer Fire Department Chief, John Gouker, they received a 911 call reference the fire at 5:37am. They arrived to find a smoldering fire on the interior of the vehicle. Chief Gouker indicated that they believe the fire to be accidental in nature, and the result of an electrical "short" under the dash. Mr. Gouker can be contacted at 219-656-3613.

**PRELIMINARY FINDINGS**

In my opinion, this fire originated in the center dash area near a main wiring harness. Due to extensive burning and melting in this area, I am unable to determine an exact point of origin. I am however, of the opinion that the slow drain on the battery was a factor in the fire's cause. A more extensive and thorough inspection by an electrical expert would be beneficial in determining the exact origin and cause.

**COMMENTS**

As instructed, this file will be held in open status pending notification of the manufacturer. According to Kevin Swartz, P.D.A., the vehicle has been moved to Central Auto Pool, South Bend, In., for safe keeping. If you should have any questions regarding this file, please contact me at 219-273-6034.

Richard Fogle, CFPI  
Telephone/Fax: 219-273-6034

*REC-320-6034*

Lib Trip

LIBERTY TOWNSHIP FIRE DEPARTMENT, Inc.  
North Liberty, IN 46554

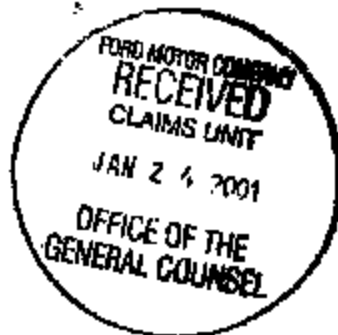
5-00

TE	10-31-2000	✓	JOHN GOUKER	10871	
CATION	66464 Pine Rd. 1/2 - Liberty Ind.	✓	JERRY KNEPP	10873	
INER	[REDACTED]		JOHN DOOMS	21378	
DRESS	[REDACTED] <i>Liberty Ind.</i>		MIKE KNEPP	21378	
		✓	ALLEN ALBRIGHT	10880	
URANCE CO.	LMAC		BRYON ALBRIGHT	23158	
E OF INCIDENT	Rising Fire		JOHN BLOSSER	23156	
ISE	Shed Under Dock		DARELL CISNEY	21379	
MOD OF EXTINGUISH	Water & Dry Powder	✓	DENNY FISHER	26032	
ROX. BLDG. DAMAGE		✓	JERRY GOUKER	21381	
ROX. CONTENT DAMAGE			JASON KNEPP	38838	
In	05:37 AM Time Out	✓	TOM MCCORMICK	27726	
	<i>Arrived 6:04 AM</i>		GENE PATRICK	10872	
In Service	On Scene	✓	CHARLIE PRITCHETT	31214	
	Returning	✓	MATT WIGGINS	38837	
		✓	PAUL WILLIAMS III	27728	
5:39	5:47	5:50	✓	A.J. LUBELSKI	44427
			✓	TODD MATTHYS	44428
			✓	RYAN BEENY	47128
			✓	Eric Filler	47129
Signature	<i>John Gouker</i>				
Signature					
Notes:	1001-1002-1004 Drive				

**GMAC  
Insurance**

January 11, 2001

Ford Motor Credit Corporation  
Office of General Counsel  
Park Lane Tower West Ste 400  
3 Park Lane Blvd  
Dearborn MI 48126



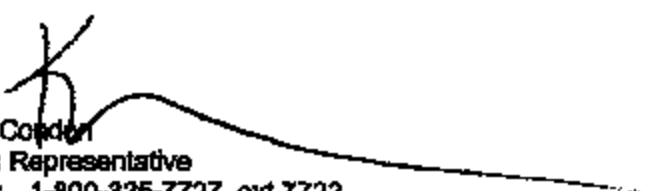
RE: Company Name: National General Assurance Company  
Claim Number: [REDACTED]  
Date of Loss: 10-31-00  
Insured Name: [REDACTED]

Dear Sir or Madam:

We have information that a mechanical failure caused our Insured's vehicle to burn.

This is to advise you that we are placing you on notice for the damages to our Insured's vehicle totalling \$19,216.94. We still have salvage pending. Enclosed are our supporting documents to date.

Sincerely,

  
Karen Cordon  
Claims Representative  
Phone: 1-800-325-7727 ext 7722  
Fax: 1-314-344-9988

National General Assurance Company, a GMAC Insurance Company

KC/db/2440

Enclosures

GMAC Insurance  
3300 Rider Trail South / PO Box 68822  
St. Louis, MO 63168-8822  
www.gmacinsurance.com

- 10-31-00  
- IFTER 15VIX  
PB09303  
- 20,000 (M)